

# AUTO Italia

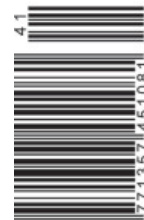
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*Auto Italia* is brought to you by a group of journalists and photographers united by a passion for Italian cars. Contributors to this issue include:



We are in the process of launching a new initiative entitled Scuderia Auto Italia. The Scuderia idea has been running in the background for some time and now we have finally decided on a plan that we hope our readers will find interesting.

First and foremost, Scuderia Auto Italia is not a club, there are plenty of well-established Italian car clubs around already. Basically the Scuderia is intended to bring additional benefits and exclusivity to Auto Italia's subscribers.

New and existing subscribers will receive automatic membership to Scuderia Auto Italia. In addition to having the magazine delivered directly to their homes members will be able to enjoy additional benefits including a range of exclusive clothing, stickers, event privileges and a personal newsletter.

The launch of Scuderia Auto Italia will take place to coincide with our 2016 Spring Brooklands Italian Car Day on Saturday April 30th.

To complement the Brooklands event we are planning a driving experience for Scuderia Auto Italia at a nearby private test facility (and Auto Italia's photo location) on Friday April 29th where owners of selected Italian cars will be able to demonstrate their skills. This is not a public venue and all cars and drivers will need to be pre-booked. The demanding nature of the two-mile course requires the use of pace cars to control the groups of cars.

With two events held over consecutive days the intention is to attract European Italian car owners to make the journey to the UK and take in two interesting venues near London - with the opportunity to enjoy other attractions over the holiday weekend. More details will be published in our April issue.

**Phil Ward**  
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# ISSUE 241

MARCH 2016



18



26



32



58

## FEATURES

- 18 Ferrari F12tdf**  
Hardcore V12 tested at Fiorano
- 26 Maserati Quattroporte S**  
2016 version of the executive express
- 32 Alfa Romeo 4C Spider**  
Specialist handling package upgrade
- 40 Ferrari 335S**  
A celebrated Ferrari comes up for sale
- 46 Alfa Romeo 6C 1750 Quattroruote**  
A 1960s recreation by Zagato
- 52 Lancia Astura**  
A very determined restoration
- 58 Cisitalia 202 MM Nuvolari**  
Mille Miglia veteran
- 66 Auto e Moto d'Epoca**  
Padua show report
- 72 Cascais Concours**  
Portuguese classic event report
- 76 Buyers' Guide**  
Ferrari 308 GTS

## SUBSCRIBE

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## REGULARS

- 06 News**  
Supercar driving courses
- 14 Design**  
New Fiat 124 Spider
- 82 Events Diary**  
Italian car club contacts and events
- 84 Classifieds**  
Readers' cars for sale and trade directory
- 96 Obscurati**  
A weird and wonderful car from the archives



76



# NEWS & VIEWS

## LIVING THE DREAM WITH LAMBORGHINI AND MASERATI



### LAMBORGHINI ESPERIENZA AND ACCADEMIA

Lamborghini has confirmed its comprehensive programme of Esperienza and Accademia track driving courses for 2016, with dates at exclusive locations in Europe, America, Asia and Australia.

The 2016 season will get under way in Europe with the Winter Accademia on the evocative icy surfaces at Livigno in the Italian Alps, scheduled to be held in late February. The famous resort of Aspen, Colorado, is the venue for the American event. Following the winter dates, the Phillip Island circuit hosts the first Accademia course in Australia.

In the United States the Accademia will be held at the legendary Laguna Seca circuit, while Las Vegas is the setting for the second edition of the Pilota Lamborghini course, dedicated to competitive racing.

For the Imola Esperienza, there will be driving activities on the Grand Prix circuit and also a visit to the Lamborghini factory and museum at Sant'Agata Bolognese.

For information on Esperienza and Accademia events, visit website: <http://squadracorse.lamborghini.com>





## MASTER MASERATI 2016

The Master Maserati 2016 programme has been extended and is more complete than ever with tailor-made courses designed for those seeking a well-designed and exclusive experience to teach them how to handle Maserati cars in all situations with maximum levels of safety.

For the Driving Courses season there are two brand new formats: beginning in March. For the first time, Maserati have created an extraordinary, exclusive 'SnowMaster Experience' in Lapland. This is the ideal location for learning all the skills required to driving with confidence on the most treacherous of surfaces; participants will have the unique opportunity to drive in the same conditions and on the same testing areas where all Maserati cars are extensively tested in-depth at low temperatures during their development phase.

All the other Master Maserati Driving Courses will be held at the Autodromo Varano de' Melegari, approximately 20km from Parma. The circuit is perfect for developing driving skills and combines excellent track characteristics with professional facilities,



ensuring that track sessions take place with maximum safety under the careful teaching supervision of the best Master instructor-drivers.

For further details on the Master Maserati 2016 Programme initiative, including pricing, visit [www.maserati.co.uk/MasterMaserati](http://www.maserati.co.uk/MasterMaserati)





# AUCTION REVIEW



Photo: Dirk de Jager

## RM SOTHEBY'S NEW YORK SALE

RM Sotheby's rounded off the 2015 season in New York City in December realising more than \$73.5 million in auction sales.

The star of the sale was the ex-Fangio Ferrari 290MM, which achieved \$28.05 million to claim the highest automotive auction sale of 2015. Combining rarity, powerful mechanical specification, important racing history, and purposeful good looks, ch. 0626 was built by the factory for Juan Manuel Fangio for the 1956 Mille Miglia and raced by the 'Who's Who' of Motorsport in period.

Also commanding the attention of the world's most discerning collectors was the stunning 1962 Aston Martin DB4GT Zagato, chassis no DB4GT/0186/R. One of just 19 built, the car sold for an incredible \$14.3 million to set a new record for a British car sold at auction.

## RM SOTHEBY'S PARIS SALE

RM Sotheby's forthcoming February Paris sale includes a diversity of Italian highlights like a rare Abarth 2200 Coupé by Allemano, a Lancia integrale Martini 6 and a Ferrari F1 engine.

When Carlo Abarth chose to develop his own interpretation of the Fiat 2100 saloon, he turned to Turin-based Carrozzeria Allemano. It is thought that just 28 examples of the

Abarth 2200 (so named due to the increased displacement of the Fiat 2100) were produced, with a small number also bodied by Carrozzeria Ellena.

The 1959 Abarth 2200 Allemano Coupé in the sale was previously part of the Fritz Neuser Collection, it was restored between 2002 and 2011 by his Scuderia Auto Neuser in Nuremberg, Germany. In 2014 it participated in the Schloss Bensberg Concours d'Elégance. Estimate is €180-200,000.

The Lancia is one of only 310 special editions (number 184) and the last of the non-catalysed Delta integrales. It is a one Italian owner car and has covered less than 28,000km from new. Estimate is €120-150,000.

The Ferrari F1 engine is a 1997 Tipo 046/2, number 354. The 75° V10 has a capacity of 2998cc and develops 730bhp. Although not recorded in the catalogue as ever being fitted to a car, this could have powered Michael Schumacher. Estimate €50-70,000

## SILVERSTONE AUCTIONS AT RACE RETRO

Silverstone Auctions has just consigned an incredibly rare 1981 Lamborghini Countach 400S into its sale at Race Retro, taking place at Stoneleigh Park, Warwickshire, on the 28th February.

This original, right-hand drive example,

estimated at between £200,000 and £250,000, is one of just seven produced and has covered just 61,155km (38,221miles). According to the MoTs, it has only covered 2880km (1800 miles) in the ownership of the current vendor, having been used lightly for the last few years.


'GJK 854X' has the classic interior in an oatmeal leather with a black suede dash top. It's accompanied by one of the most comprehensive history files Silverstone Auctions have ever seen. Nearly all of the MoTs are present and there are dozens of invoices relating to work carried out over the years.

To find out more about the car and Silverstone Auctions' sale at Race Retro visit: [www.silverstoneauctions.com/1981-lamborghini-countach-400-s](http://www.silverstoneauctions.com/1981-lamborghini-countach-400-s).



Photo: Piotr Degler





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## RACE RETRO FEBRUARY 26-28

The 2016 events calendar kicks off with Race Retro at Stoneleigh Park in February. Europe's premier winter event features a mix of indoor attractions and live rally car action, including Group B cars, on a special stage in the park.

Auto Italia will be in attendance once again with a stand in the main hall accompanied by prominent Abarth specialists Middle Barton Garage and Northamptonshire Abarth dealers Rockingham Cars.

The selection of cars on display include a 1959 Fiat Abarth 750 Zagato 'Double Bubble', a 1959 Fiat Abarth 750 Bialbero Record Monza, a 1969 Radbourne 1300 Abarth, a 1965 Abarth Simca 1300 Longnose and two current range 500 Abarths.

Event information and advance tickets are available from [www.raceretro.com](http://www.raceretro.com)



## ACCOLADES FOR FIAT TIPO

The new Fiat Tipo has received the 'Autobest 2016' award after voting by an international jury of 26 motoring journalists from 26 different European countries. The Autobest organisation and European auto jury was established in 2000 in Bucharest, Romania by leading motoring writers coming from eight eastern European countries.

The Fiat Tipo overtook the other four finalists: the new Opel Astra, the new Hyundai Tucson, the Honda CRV and the Mazda CX-3.

Fiat is the only brand to have won the prestigious title no fewer than three times: in 2003 with Panda, in 2008 with Linea and today with the new Fiat Tipo.

A jury of 26 motoring journalists representing 26 European countries and covering 91% of the continent's total population awarded points to the car for 13 different parameters, including design, comfort, running cost-effectiveness, driveability, price, service network, spare parts distribution, versatility and buy-back value.

The Tipo will be available at launch in the UK with hatchback and estate versions. A saloon version has not yet been confirmed for the UK.



## MARIA TERESA DE FILIPPIS

With the loss of Maria Teresa de Filippis on January 8th, the world no longer has an extant female Grand Prix driver.

Maria was born in Naples on November 11th 1926 and the acquisition of an Osa MT4, chassis 1130, in the summer of 1953 allowed her abilities to shine. It was later replaced with a Maserati 200S and in 1958, with the help of Maserati and a 250F, she achieved a tenth place finish in the high-speed and daunting Belgian GP at Spa, being let down by mechanical failure in the following Porto and Italian GPs.

For 1959 she joined forces with Jean Behra and his privately constructed Behra-Porsche GP car. At Avus in Berlin, he went over the banking and lost his life after being thrown out of the car. Maria retired from active racing and later on became Secretary of the Societe des Anciens Pilotes marrying Theodor Huschek from Austria, who very much shared her infectious sense of humour. He survives her along with their daughter Carola and two granddaughters. **PC**



## STUART ASH

Stuart Ash has died unexpectedly after a short battle with cancer, he was aged just 43. Stuart was the driving force behind the UK's Fiat Forum, a thriving group of Fiat enthusiasts who were regulars at Auto Italia events. Most car clubs are managed by a dedicated team of key individuals like Stuart and the membership becomes dependant on them for maintaining the administration and effective event organisation. Stuart's influence was a major asset to the Fiat Forum and he has left a huge vacuum that will be difficult to fill. Our condolences go to his former wife, two children, family and friends. **PW**



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## BOOKSHELF 'Editor's Choice'

**Abarth – The Scorpion's Tale 1949-1972**  
(Vol 1 & Vol 2): €190.00

**Abarth – The Scorpion Wins 1949-1972:**  
€100.00

by Sergio Seccatore  
Registro Fiat Italiano

My fascination with Abarth started back in the early 1960s when I read all that I could find about the exotic little cars from Turin. When I turned 17 (the same year that Sergio Seccatore joined Abarth & Co), I acquired a Fiat 600 and thus started an Abarth influenced driving passion that continues to this day, over 50 years later. My Abarth exposure tended to be race reports in magazines and rare visits to race tracks to see the cars in action – there were no Abarth books in those days.

When I received the three volumes of 'Abarth The Scorpions Tale', I was staggered by the size of the work and the depth of the information. It is a huge work, full of wonderful information and photography.

I cannot comment better than Dott. Lorenzo Avidano who, together with Ing Mario Colucci, managed Abarth & Co. in the glory days. In his foreword to be found in Volume 1, Avidano states: "When my friend Sergio Seccatore showed me his 'big book' on

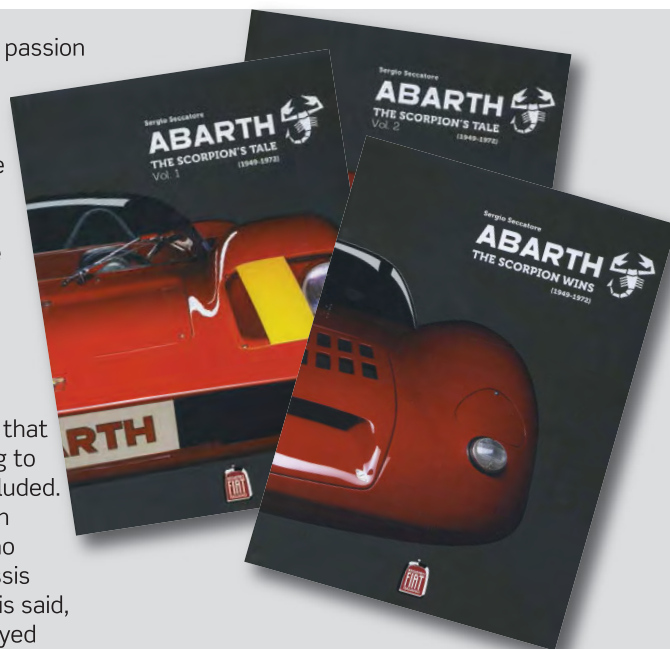
Abarth, my first thought was 'What passion and affection he must have for his past work to be willing to devote hours of his time to pass all this information and photographs of the Scorpion to others with the same passion for elegant mechanics'.

Whether you know a lot or a little about Abarth, this great work is packed with technical information, personal observations, drawings, photographs and some good story telling.

There is one mass of information that is missing as no information relating to Abarth & Co chassis numbers is included. There is chassis number information relating to Cisitalia and Osella but no details of either actual Abarth chassis numbers or production numbers. It is said, that all this information was destroyed sometime around 1980.

There is, however, a comprehensive record of Abarth & Co competition results and various tables relating to individual drivers. I note the Spanish driver Juncosa achieved the highest individual total with 56 Abarth victories in just five seasons. I also noted that the top ten scoring Abarth drivers managed 451 victories between them.

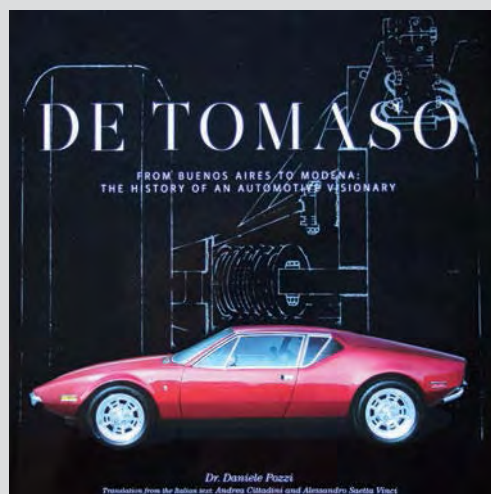
There are some caption errors and more detailed caption information would have enhanced some of the splendid pictures. It is



overall, just really impressive.

In summary, I commend Sergio Seccatore for completing this 'big book' and I am sure that all 'friends of the Scorpion' will derive great enjoyment as they work through the production.

There are 530 pages in Volume 1 and 527 pages in Volume 2. The 3rd volume contains the race results of Abarth & Co and totals another 639 pages of results and photographs. There is a lot of book for your buck! **TC-M**



**De Tomaso**  
by Daniele Pozzi  
Dalton Watson. £52/US\$79

Surprisingly for a man who was such a major player in the Italian motor industry, there are few publications dedicated to Alejandro De Tomaso. What little there is has mostly been written by Americans, the best being the biography by Wallace Wyss, but from his adopted homeland of Italy, there has been almost nothing until now.

This new large-format book by Daniele Pozzi (a Professor of Economics at the University of

Cattaneo), which has been expertly translated by Andrea Cittadini for an English audience, marks a change in attitude by the Italians, who have been famously hostile to the displaced Argentinian over the years. The book celebrates the life of de Tomaso from his early days in Buenos Aires to his later years in Modena and portrays a determined racing driver who became immersed in the Italian racing industry and gradually morphed into constructor, then manufacturer and finally industrialist.

It is a slightly eccentric book, as the text is peppered with anecdotes and interviews with his closest friends and family. For instance it begins with the statement that Alejandro never actually possessed a driving licence; he didn't feel it was necessary apparently. And some of the comments made about later business dealings with Fiat and Alfa Romeo will surely raise a few eyebrows in Turin.

To complement the text there is some equally eclectic photography by Gio Martorana, of De Tomaso racing and road cars (including the Rowan electric car and the unique

Deauville Station Wagon built for Mrs de Tomaso) as well as parts thereof. Some excellent period photography complements this and with a stylish design the overall effect is very appealing.

This is in no way a marque history though, as little detail is afforded to the various De Tomaso models apart from in photographs. It is also not solely a biography being an incomplete reference on the man or his activities. What it does do, however, is conjure up in a somewhat romantic way the atmosphere of the times in which he lived and worked and as such is a charming addition to any Italian car library. **AH**







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# DESIGN

**AUTO ITALIA'S DESIGN CONSULTANT CHRIS HRABALEK DISCUSSES THE FINER POINTS OF AUTOMOTIVE DESIGN**

## Fiat's new 124 Spider



**F**iat's new 124 Spider, recently launched at the LA Motorshow, is an attempt by the brand to further expand its portfolio through contemporary updates of classic automotive icons in creating desirable and affordable fun cars for a young audience. Designed by Fiat Centro Stile in Turin, the 124 Spider quotes numerous stylistic references of the original car, such as the charismatic front lights, hexagonal grille and power-domes; all very Italian, at first glance.

At second glance it becomes very obvious that the new Fiat 124 Spider has a close relation with Mazda's MX-5, itself a brand icon, with both cars sharing a platform and numerous other parts inside and out. Not necessarily a bad thing, especially considering that around 80 per cent of the original Fiat 124 Spiders were

sold in the US – a market that is traditionally more receptive to badge-engineering than the old world – as well as the fact that the MX-5 is generally considered as one of the best affordable roadsters in the world.

Thankfully, the new Fiat 124 Spider is also rear-wheel drive. Powered by a 1.4-litre 160HP (158bhp) Multi-Air engine, featuring 184lb ft of torque and the option of two gearboxes, including a traditional six-speed. The 124 Spider certainly has the technical ingredients to create plenty of emotions through translating a successful classic automotive formula into the

contemporary modern essentials, such as Bluetooth, rear-view camera and LED-lights in a classic package. Romance made easy.

One can only imagine the budget and technical restrictions that the designers of Fiat Centro Stile were confronted with. Led by exterior chief designer Felix Kilbertus, they managed to increase the overall length of the Fiat compared to that of the Mazda with more exaggerated overhangs, instantly giving the Italian roadster more classic proportions. Taking into account other recent experiments from FCA, the Fiat 124 Spider will surely go down in automotive history books as one of the more successful examples of badge-engineering.

The Fiat 124 Spider's

### CHRIS HRABALEK

**Age:** 38

**Born:** Vienna, Austria

**Design Education:** MA at The Royal College of Art, London

**Current Job:** Director of Entence Design Group, a holistic design consultancy with studios in London and Berlin, working with OEMs from US, Europe and Russia, with sub-contracts for design houses with deliverables in China and Japan



interior could have done with a similar effort. Nowhere are donor and derivative more similar than from the driver's seat, where marginally different door panels and a thicker-rimmed Fiat-badged steering wheel try to suggest differentiation between the Italian and Japanese twin; then again, Fiat products of the '60s and '70s often shared parts across models and sometimes even across brands as well.

The Fiat 124 Spider is as Italian as Spaghetti Carbonara prepared with Udon Noodles, and this is arguably the best analogy that can be given in describing it. Ordering it is not bad taste and if one can free oneself of associations with the classic original, it certainly helps. The Fiat 124 Spider is a product that suits Fiat well and is yet another essential cornerstone in the brand's growing portfolio of diverse product offerings.







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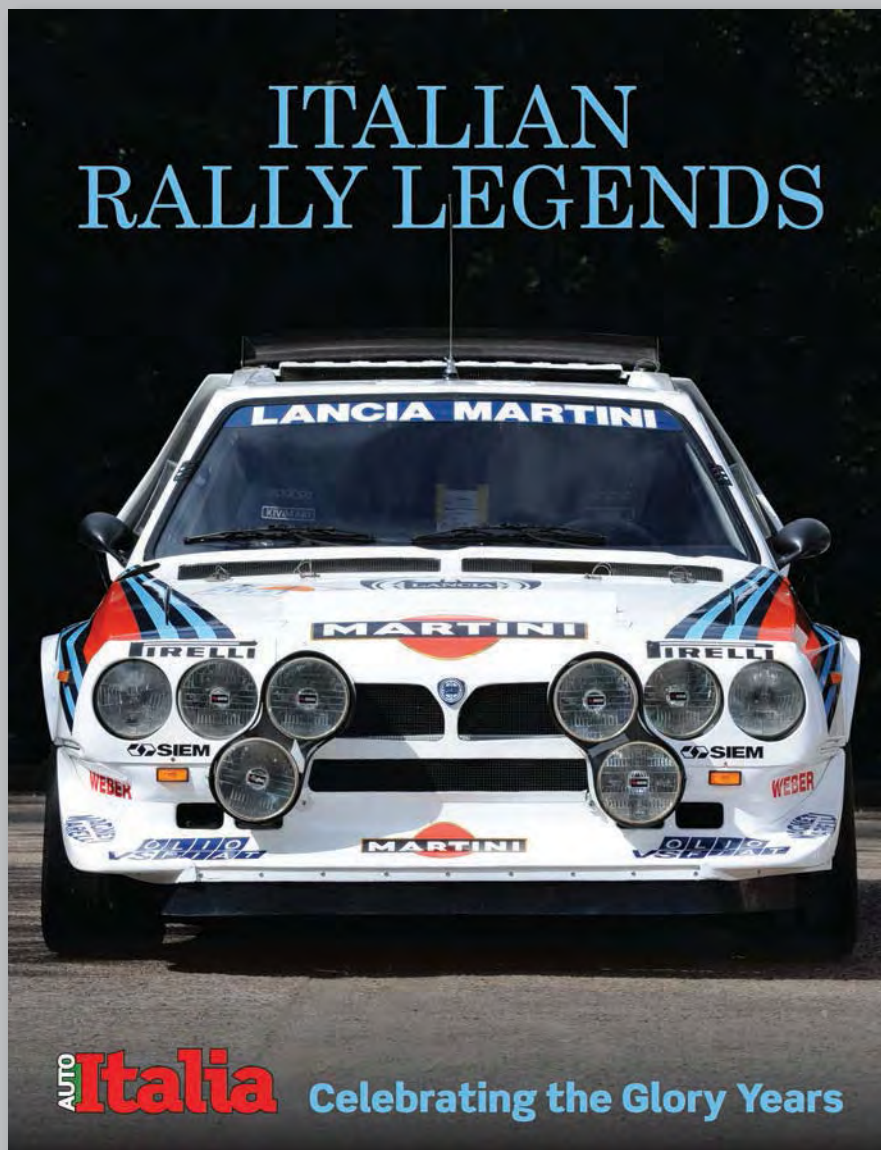
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The New Abarth 595 Yamaha Factory Racing starts from £17,420 OTR. Official fuel consumption figures for Abarth 595 Yamaha Factory Racing: mpg (l/100km): Combined 47.1 (6.0), Urban 35.8 (7.9), Extra urban 57.6 (4.9), CO<sub>2</sub> Emissions: 139 g/km. Fuel consumption and CO<sub>2</sub> figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. Model shown is the Abarth 595 Yamaha Factory Racing 1.4 T-Jet 160 HP at £17,890 OTR including Gara White paint at £300 and optional Side Stripe and Mirror covers at £170. Abarth UK is a trading style of Fiat Chrysler Automobiles UK Ltd.



# AUTO ITALIA SPECIAL EDITION



*Italian Rally Legends* is a celebration of the glory years when Italian cars dominated the international rally scene. Written by author and *Auto Italia* co-founder Peter Collins, *Italian Rally Legends* is packed with top quality pictures from *Auto Italia*'s archives. Printed using superior quality materials in a 'bookazine' format, this special edition is essential reading for the Italian car admirer and enthusiast. The print run is strictly limited so order early to avoid disappointment.

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## CONTENTS

- ◆ Lancia Fulvia
- ◆ Fiat 124 Abarth
- ◆ Fiat X1/g Abarth
- ◆ Fiat 131 Abarth
- ◆ Fiat Ritmo Abarth
- ◆ Lancia Stratos
- ◆ Lancia 037 Rally
- ◆ Lancia Delta S4
- ◆ Lancia Delta integrale
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# Forza Ferrari!

If it's fast make it faster. Ferrari turns up the volume with its hardcore F12tdf

Test by Chris Chilton  
Photography by Ferrari SpA







Of the many incredible cars to come out of Maranello in recent years, from the turbocharged Ferrari 488 to the hybridised LaFerrari, the F12tdf makes a good case for being the most fascinating of all. A mix of new and old, of classic V12 power unfettered by turbocharging or complicated electrical assistance systems, and of iconic styling cues that nod to the marque's storied past, it is crowned by some technical solutions never seen on a Ferrari before. Those tricks, including four-wheel steer, give this car a character all its own, but it's a character that takes time to learn. Remember when you needed skill and not just money to drive a supercar well? The F12tdf brings it all back.

And there's that name of course. It's hard to suppress your excitement when the car in question is named after one of Ferrari's most famous V12 GTs, the 250 Tour de France. Officially called the 250 GT Berlinetta, but dubbed Tour de France after dominating the legendary European road race, the 1950s 250 TdF paved the way for some seminal front-engined Ferrari sports racers, including the legendary 250 SWB and original GTO.

The 250 TdF's combination of track ability and street civility is the exact same philosophy that underpins its F12 namesake, although you might have noticed that Ferrari never refers to the new car as the Tour de France, merely claims it is inspired by it. Apparently the organisers behind the annual cycle race of the same name weren't keen on Ferrari using a moniker they own the legal rights to, so tdf it is.

If you're approaching your first view of a £339,000 tdf from the front, the twin vents in place of one single central cutout in the bonnet and almost-wraparound front bumper are clear giveaways that this is no ordinary £241,053 F12. Jutting floorwards, the bumper's lower central section comprises two small horizontal delta wings that both generate downforce and manage cooling.

But if you're meeting the F12tdf in profile, there's a good chance your eyes will pick up the airbridge insert in the front wing first. As before it covers the channel of air passing over the hood and onto the door coving, but it's longer now, and black, rather than body coloured. Then your gaze switches to the familiar GTO triple vents atop the rear arch before quickly being





distracted by something rather more significant. Compare the side window shape of the regular F12 and the tdf and you'll see that they're completely different. The tdf's still features glass aft of the door, but this much smaller pane makes for a thicker C-pillar and clear visual hint at the 250 and 275 V12s of the 1950s and 60s. The rear window is more upright, creating a flat area at its base on the decklid, just ahead of the more pronounced rear spoiler, another hat tip to Ferrari's classic GTs.

The new rear deck shape, combined with active flaps in the rear diffuser, the front winglets at the bumper ends and the extended airbridge pieces on the fenders creates a total of 230kg of downforce at 124mph, a massive 107kg more than the F12 Berlinetta produces at the same speed.

While the weight of the air bearing down on the car has increased, the kerb weight of the car itself has gone the other way. Although the body structure, including the new rear panels, is still fashioned from aluminium, the front and rear bumpers are carbonfibre, as is the centre tunnel, the interior door panels, exterior door sills and the aerodynamic underbody panels. The manually adjustable racing buckets are moulded in composite too, and upholstered in Alcantara rather than leather to save a few more (unspecified) ounces. The upshot is a dry weight of 1415kg, some 110kg lower than the Berlinetta.

Cleave the weight of a thickset quarterback from a two-seat coupe, even one that's 4656mm long, and you're going to feel that difference when you tentatively push the right pedal into the carpet-free



*RIGHT: New rear deck and extra aerodynamic aids generate 107kg more downforce than the standard F12 at the same speed*











footwell for the first time. But push that pedal in the tdf, and what you're feeling isn't just results of a diet, but also the efforts of a powertrain that somehow makes even the F12 Berlinetta's mighty 730bhp V12 seem almost meek by comparison.

Fundamentally, it's the same 6.3-litre V12, but with some key differences. There's a new air filter box and a bigger throttle valve, the length of the inlet ducts is continuously variable to maximise torque at all engine speeds, and the valves are now operated by racing-style solid lifters. That's enough to lift peak power to 780PS (769bhp) at a screaming 8500rpm, with a further 400rpm still to go before the redline. Torque? The headline stat is 520lb ft at 6750rpm, an increase of 11lb ft, but just as interesting, 80 per cent of that peak torque is available from only 2500rpm, and gear ratios shorted by six per cent amplify the gains. No wonder the tdf feels so effortlessly fast, the way a really great GT car should.

Effortless is the best way to describe Raffaele de Simone behind the wheel of any of the car's he's helped hone. We're out on track at Fiorano riding shotgun, Ferrari's slightly built test driver making effortless, almost imperceptible nudges at the wheel. He's frustratingly smooth, irritatingly fast, a better wheelman than I'd be with a hundred year's practice. And just to rub it in, he's chatting away blithely as he rubs out a 95 per cent pace lap. But even he stops talking as we exit the right-hander following the bridge. That's when he flings back the stable door, flings us towards the rapidly approaching hairpin and

turns my stomach inside out. I'm pretty used to high horsepower cars, but I let out an involuntary whoop of delight mixed with terror, something that's only happened in three other cars: LaFerrari, the McLaren P1 and the Bugatti Veyron. It really does feel that fast, even if the numbers say it isn't. Ferrari quotes 0-100km/h in 2.9sec and 200km/h in 7.9sec; impressive improvements on the 3.1sec and 8.5sec respectively, of the Berlinetta, but still trumped by the sub-3sec and 7sec efforts of LaFerrari.

When I switch to the driver's seat and roll out onto the track it feels no less outrageous, only now I've got all manner of other sensations to deal with. The throttle, for instance, is outrageously sharp; the noise and the thrust of a press of it unleashes an instant reminder that's as fine a job as Ferrari did of its new turbocharged V8s, they're nothing in comparison with the company's V12. The new V8 is all about managing expectations. It sounds better than you feared it might. There's less lag than in rival cars. It revs higher than most of them do. But it's not perfect. This V12 though, with its sonorous howl, its linear uninterrupted power delivery, lofty redline and jaw-slackening punch, I think might well be.

But so far, so familiar. Before the tdf had even been revealed, if someone had asked you what a limited series F12 might be like, you'd have had no hesitation in speculating about more power, more aero, more performance and less weight. Alone, they'd make for a car that feels like an enhanced version of the standard machine. Thrilling, but not necessarily surprising. But





ABOVE: Peak power is 769bhp at a heady 8500rpm. Ferrari quote a 0-62mph time of 2.9 seconds and 0-125mph in 7.9

the piece that marks the tdf out as something different, the thing that imbues it with its particular character, is the chassis. And what none of us were probably expecting, was four-wheel steering.

Anyone fortunate enough to have driven an F12 Berlinetta, a car with a 54 per cent rear weight bias and beautifully balanced handling might question why Ferrari felt the need to add the technology at all. And the reason is it was the only way they could deliver the outrageous front-end response they were looking for from the tdf, while still making the car remotely manageable to mere mortals.

The test programme started with a simple test: mounting the 315mm section rear tyres to the front axle to see what would happen. The result was a car with incredible turn-in and zero understeer, but one that was difficult to drive, and with terrible high speed stability. But by slimming the front rubber to 285mm

(up from the stock 255mm) and adding the electrically-operated four-wheel steering system capable of varying the toe degree by up to 1 degree in either direction, Ferrari's engineering team gave away little in front end bite, but clawed back the driveability. Ferrari calls it Passo Corto Virtuale (PCV), which translates as virtual short wheelbase, although in effect the four-wheel steer system is actually mimicking the characteristics of a longer wheelbase.

Either way, you notice the changes at the sharp end long before you notice those at the rear. The steering is weightier, more communicative and pin sharp, and at road speeds it's almost impossible to breach the limits of the front tyres, which, it's interesting to note, are Pirelli P-Zero Corsas, and not the more extreme Cup 2s that we saw on the 458 Speciale.

Mixing it with the tractors, trucks and battered minivans on the hills south of Maranello you're never





## TECHNICAL SPECIFICATIONS

### FERRARI F12TDF

ENGINE:	65-degree V12
CAPACITY:	6262cc
POWER:	780PS (769bhp) at 8500rpm
TORQUE:	705Nm (529lb ft) at 6750rpm
DIMENSIONS:	4656mm (L), 1961mm (W), 1273mm (H)
FUEL CONSUMPTION:	26.9mpg (combined - with optional HEEL stop-start system)
WEIGHT DISTRIBUTION:	46% front - 54% rear
KERB WEIGHT:	1415kg
WHEELS/TYRES:	275/35 ZR 2" 10J (F) 315/35 ZR 20" 11.5J (R)
TOP SPEED:	In excess of 340km/h
0-62MPH:	2.9sec
PRICE:	£339,000

really aware of the trickery going on behind you, only that the car feels astonishingly agile on the way into tighter turns, and absolutely planted on the way out and right through the faster ones. Even stringing a sequence of left - rights together, forcing the PCV to go through its full range of motion, the experience is entirely natural. The ride is surprisingly firm though given the compliance of every other modern Ferrari, including LaFerrari, and pushing the familiar steering wheel damper button to soften the magnetorheological shocks never brings about the step-change you were expecting. But still, this is an eminently useable road car, one with a generous boot and a soundtrack that shrieks like an XX-programme car when you're homing in on the 8900rpm limiter, but settles down to an unobtrusively refined hum when you need to eat some autostrada miles.

Later, back at Fiorano we got the chance to push the tdf in a way that's simply not possible on the street, and to discover what's in store for those 799 owners when their curiosity gets the better of them and they decide to find out what this PCV system is really all about. Through the fast right-left combination of turns

two and three the levels of front grip are so incredible you find yourself actually unwinding lock on the exit of curves to let the car run out to the width of the track - and making a mental note to push harder next time.

But when you push harder, instead of the slightly oversteery character of the standard F12, there's real stability at the rear, the new found traction allowing you to climb back on the gas much earlier. It'll still slide if really pushed, but you don't notice that in the manettino's Race setting, which flatters your driving by smoothing away any clumsiness at the limits of grip with a combination of torque vectoring by the active differential, and prominent ESP intervention. For most drivers Race would be the fastest setting for lapping Fiorano, which, incidentally Raffa has done in 1m21sec, 2sec faster than in the standard Berlinetta.

Push the manettino toggle a notch further to disengage the traction control, or hold it against the spring and wait for the three little beeps signifying that the stability control has stepped aside too, and things get more complicated. This is where the tdf feels most obviously different from its more prosaic sibling. Now you'll need to be ready with the corrective lock, but you need to learn to apply it sparingly. I found myself trying to drive it how I would a regular F12 and consequently clumsily over-correcting any little slide for the first couple of laps, almost fighting against the four-wheel steering's efforts to straighten the car up. For the first time that I can remember on a Ferrari launch I came back to the pit box as confused as I was enthralled.

But after another few laps we started to gel. This is a car that responds to smoother, smaller inputs and rewards with blistering pace. Just as it took us time to acclimatise to the ultra-quick steering racks Ferrari ushered in with the 458, so it takes time to adapt to PCV. More time and more miles than I had available, in truth. Wouldn't you love to be in the fortunate position to have to put in those miles to learn it for yourself, to really get under its skin? I know I would. 🇮🇹







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# The Dark Knight

We experience Maserati's 2016 version of the Quattroporte executive express

Test by Simon Park  
Photography by Michael Ward





A ge might not have withered Cleopatra (it took an asp to do that), but it sure can play havoc with the 'retroscope' of memory. I mean, how can it be nigh on 10 years since I ended Auto Italia's series of features on the first five generations of the Maserati Quattroporte with the observation: "It's been a fascinating journey from QP1 to QPV, and what a distance we've travelled these last 40 years since Pietro Frua's original set the ball rolling"?

It was nearer 43 years, in fact, and we're well past the half-century now – not bad for a relatively minor motoring dynasty. And for most of these last 10 years Pininfarina's masterly QPV, introduced in 2004, did the Trident proud in terms both of prestige and commercial success. It was arguably the most significant of the new range of models to emerge following Big Mama Fiat's arrival at the front door of Viale Ciro Menotti 322 as the new millennium hove into view. In the final quarter of the last century Maserati had trodden some pretty rugged paths, just about avoiding the worst of the potholes. But by the start of the next they were purring along a billiard-table blacktop, a new wind (what else?) up the corporate tail and enjoying unprecedented commercial success.

And yet, across the range, a fine line still remained to be drawn between the inevitable compromises an all-out assault on their (mainly) German rivals would entail and the retention of their core identity, in a parallel niche all of their own. There was a widespread feeling that the fifth-generation Quattroporte pretty much nailed it. At last – a coruscating Italian star turn fit to take on, *con brio*, the fierce but dour Teutonic *überwagen*. A decade on, Maserati assures us that the sixth QP is 'larger, lighter, more luxurious and more practical' than its predecessor. What it most certainly is not is prettier; but then the QPV remains one of the most exquisite saloon car shapes of all time – up there with the Mark 2 Jaguar and the Citroën DS – and was an exceedingly tough act to follow.

Once you're on board, though, all this ceases to matter. Our test car is as black as a crow in a coalmine, both outside and in. The vast cabin is awash with black leather, supplemented by black Alcantara headlining and an abundance of glossy 'piano black' carbonfibre. Fifty shades of black, in fact, leavened only by some subtle scarlet stitching. But there are lots of lighter options, including four different wood trims, and Ermenegildo Zegna 'natural fibre mulberry silk inserts' for the seats, if you're that way inclined. They are comfy as they are, though, while the driving position is endlessly adjustable, and the electronic toys as plentiful – and as impenetrable to anyone over about 15-years old – as we have come to expect these days.

But in this fast-moving, ever more baffling world, it is oh-so reassuring to stumble occasionally upon something comfortably familiar – something that hasn't really changed at all: Italian manufacturers' apparent determination to be that little bit different – who said quirky? – to the point of obtuseness. So we have front seat belt anchorages so deeply embedded between seats and centre console that buckling-up is a battle of wits (not a good start to any journey), a counter-intuitive sequential gear selector (back for up, forward for down) and a single, mind-befuddling column stalk for lights, indicators *and* wipers.





However, on the plus side, the shamelessly sybaritic interior ambience is further enhanced by a simply stunning sound system which defies either quibble or caveat. The standard 10-speaker Harman Kardon system offers the most sumptuous stereo sound I've ever heard in a car – almost concert hall perfection. I just wish I'd taken Solti's definitive Mahler Eight along with me for the ride. (There's a 15-speaker Bowers & Wilkins option, but at £3620 it is a little dear. For that, I'd want the orchestra on board, too – there's just about room, although the organ could be a problem...). In fact, it rather upstages the power plant, which, with two turbochargers on hand to muffle its music, does indeed need 'the unique Maserati Sound Tank' (that'd be MST, then – pneumatic valves in the pipes) to give you the full, artificially enhanced soundtrack. But it sounds a mite synthetic, and no match for the rolling thunder of the old V8 – and certainly not for Mahler.

Anyway, a car such as this is best judged by the manner of its going, and a trip to Chateau Impney, near Droitwich, for the annual Christmas bash and AGM of

the Frazer Nash club (a parallel universe, where 'high-technology' means an adjustable spanner and 'diff' is a four-letter word) was an appealing prospect, with opportunities for some interesting diversions en route. Initially, I'm acclimatising to all the various little idiosyncrasies, eager to bond with the big (and it is very big) QP, as with Masers of old. And after about 20 miles, it does start to gel. Minor irritations with elements of the 'driver interface' are overtaken by the pleasures of effortless cross-country progress, both engine and chassis now coming into their own, the brakes – quite abrupt at low speeds – now more progressive and the eight-speed transmission utterly seamless. It's a truism that fast cars get better the faster you drive them, and this one certainly bears it out. It will potter quite happily when required, of course (a basic necessity these days, sadly), but it prefers the unfettered freedom of a clear, open road...

There, its happiness knows no bounds. Take it from me, even the S's 3.0-litre V6 can deploy wife-whimpering grunt. 410bhp and 550Nm on tap means

*RIGHT: Interior ambience is enhanced by the superb 10-speaker Harman Kardon sound system*







177mph and 0-60mph in 5.1sec, in exchange for a 'basic' £81,660. If you simply *must* go faster than this (in which case you're probably slightly unhinged, if not borderline bonkers) then the *ottocilindri* option – the 3.8-litre V8, 530bhp GTS – will relieve you of a further £28,730. That's two hundred and forty quid per each extra bhp... Both are twin-turbocharged, both Euro 6 compliant, and both engines are built by the other lot, at Maranello. Oh yes, and there's a diesel too...

The V6 is undoubtedly at its impressive best between 4000-6000rpm, but that's almost irrelevant in day to day driving. So tall is the gearing – 70mph needs no more than about 1600rpm in eighth gear – that in anything above second just 4K would get your collar felt, even on a motorway. But such is the V6's flexibility, you'll rarely go there in ordinary A-B driving (well, only for fun, when nobody's looking...). When and if you do, you may well detect the teeniest trace of turbo-lag, and I did miss the crisp immediacy of the old, naturally-aspirated V8's throttle response.

I still remain unconvinced, too, that anything





blessed with this much power and torque really needs eight forward gears (the top two overdriven). But then, so long as you let this awesome box of tricks do it all for you, and resist the temptation to interfere, it becomes academic. The changes are virtually undetectable, and chasing eight ratios up and down manually is a pointless, tiresome chore even using the paddles, never mind the back-to-front stick. We have moved on light-years from the old Duo-Select/Cambiocorsa days, and the alacrity of this ZF's cog-shifting is beyond reproach. In default Normal mode, it errs on the side of economy, keen to go up one soon after 2000rpm or so; but in Sport it will eagerly seek out the 6500rpm limit, dependent upon your throttle opening. There's also an ICE (Increased Control & Efficiency) mode, for tricky conditions and ultimate fuel economy; but this also switches on BWDS (Bored Witless Driver Syndrome).

And speaking of abbreviations...our old friends the Maserati Stability Programme (MSP) and its acolytes (EBD, ASR, etc) are all on hand to work alongside what is a very sophisticated chassis indeed. The double-wishbone front and multi-link rear set-ups contribute to the new car's weight loss by utilizing a lot of aluminium, as well as providing a generally flawless ride/handling balance on the standard 19" wheels (as always, steer well clear of the 20/21" options...). But it's not entirely unflappable – badly broken road surfaces can elicit some clonking from the back, and there's no getting away from the fact that the QP has a lot of body mass to control. The

Skyhook damping can be stiffened separately from Sport mode via a 'suspension' button – at some cost in ride comfort – and load transfers are then a lot less noticeable. There is also the seemingly limitless grip one might expect from the big Pirellis; but, with steering which is a little lifeless and with a lot of bulk to hustle, you'd be ill-advised to try chasing an Elise through the twisty stuff...

But then you wouldn't want to, would you? The big Maser is no racer, but a capacious gentleman's express par excellence, a statement of refined taste and, above all, testament to a still free spirit. So, does it improve on the mighty '5'? It has clearly gained a lot, but also perhaps lost a little traditional Maserati magic, due mainly to the forced induction up front. But that's the way it now has to be – even in Formula One, for heaven's sake. And although my 22.6mpg average fell some way short of the factory's claimed combined figure of 29.4 (fanciful in the real world, like all such 'official' statistics), I rather doubt if its predecessor would have matched even that in similar circumstances.

Having tested all five previous Quattroporte it was pleasantly satisfying to complete the set; and if the latest iteration was mildly disappointing in some areas, it's also mighty impressive in the ones that matter. For many folk, I dare say that the more compact Ghibli would be quite spacious enough, as well as cheaper and rather more wieldy; but its big sister has style, poise and presence in abundance and perpetuates a proud bloodline in confident style. 🇮🇹

*BELOW: One of the options for the 2016 Quattroporte is a set of smart forged alloy wheels from Speedline*





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# Drop Dead Gorgeous

We get behind the wheel of a right-hand drive 4C Spider and check out a re-engineered aftermarket handling package

Test by Chris Rees  
Photography by Michael Ward



**W**ow, well doesn't this Alfa Spider look special? After a wait of almost a year since the 4C Spider was first unveiled, Alfa's roadster has finally landed in the UK – and judging by the lithe shape in front of me, it was worth the wait.

The 4C Spider looks even better than the Coupe, I reckon – not something I'd say about every coupe subjected to the tin opener treatment. From the side and the rear three-quarters, it's got a real mini-Ferrari vibe.

Gone is the Coupe's sloping fastback, replaced by a new roll-over structure, elegant flying buttresses and a new, lusciously curved engine lid. No, you no longer get to see the 4C's engine through a glass cover, but the

triple cooling grilles and subtle rear spoiler look superb.

Many enthusiasts were delighted when the 4C Spider appeared with new faired-in projector headlamps, rather than the fussy exposed 'spider's eye' lights of the Coupe. The enclosed xenon front lights look so much neater. If you really want the exposed-style Bi-LED lights on your Spider, you can order them as an option for a whopping £1950. I bet no-one will.

The new alloy wheel designs look good, too: either 17/18-inch (front/rear) or 18/19-inch sizes, in silver or dark finishes. If you want the bigger wheels, add on at least £1250 to the price. A new and very bright yellow paint called Giallo Prototipo is now available (which you can also order on the Coupe now), alongside black, red, grey and white; if you want pearl white or pearl red,





you'll have to stump up £2250. The Spider's spec also includes a new Alpine head unit, which sounds good but looks a bit '1990s aftermarket' to me.

I'm about to drive the 4C Spider belonging to Brian Smith, an Alfa Owners Club stalwart who owns four other Alfas, including a Spider S4. Originally, he was after a 4C Coupe. But the low production rate at the Maserati factory – an estimated 2000 a year – means that Brian was quoted a vastly long delivery time: two-to-three years, in fact! Someone mentioned the new 4C Spider to him, and the much shorter waiting time saw him switch allegiance. In fact, Brian was one of the first customers in the UK to put his name against a Spider; he ordered his in May 2015 and received delivery less than five months later.

It's an Alfa Red example with a few extras: red-stitched black leather interior, leather sports steering wheel, dark-coloured alloys (still 17/18in size, rather than 18/19in) and red brake calipers. He also ticked all the boxes for such zero-cost extras as cruise control and parking sensors. Finally, he sensibly had the door sills covered in perfectly matching carbon-effect wrap to protect the scratch-prone sills. And the small format front number plate really works, too.

Brian is clearly delighted with his 4C. "It's fantastic," he says. "I was planning on keeping it for two years and running it on a limited-mileage policy, but I'm having too much fun in it, and driving more miles than I'd planned." And now *Auto Italia* has put a few more on the clock after circumnavigating our test track a few times...









**ABOVE:** The Spider's redesigned rear deck provides greatly improved rear visibility over the Coupe version

So how well does the 4C work as a convertible? The fabric roof is rather like a Lotus Elise's, and weighs just 7kg, but it's a bit more robust thanks to stiff strengthening ridges. It's the work of 30 seconds to remove it – something you can actually do from the driver's seat if you want to. Simply unfasten the two round clasps in the centre, slide back the latches on either side, roll it all up and tuck it away into its own bag, and you're off.

In place, it seals very well (it latches solidly into a groove in the windscreen top rail) and Brian reports that it doesn't leak in rain or 'balloon' at high speeds. Remove the roof and you benefit from an airiness that's a real contrast to the coupe's very enclosed feel. Of course, because you sit so low and have a huge roll-over structure around you, it's no speedster, but on the sunny day of our test, it was just superb. Alfa is promising a carbonfibre hardtop option in the future.

One definite plus of the Spider is its better visibility to the rear – you can see pretty well out of the vertical rear window, right across that luscious rear deck. There's also almost zero scuttle shake on the move because most of the car's strength comes

from the carbonfibre monocoque (which is shared with the Coupe). The shell has been beefed up a bit, though: there's a new aluminium rollover structure (hidden by what Alfa calls a 'halo' – normally black but which can be covered in carbon for an extra £1800). A new carbonfibre windscreen frame adds strength too, as does a new steel engine bay cross-member. The Spider tub is in fact just 8kg heavier than the fixed-roof model's.

Driving with the roof in place, the 4C is not significantly noisier than the Coupe. Remove it, and then yes, it does become very noisy. As well as the wind factor, the exhaust drones at pretty much all engine revs, but as drones go, it's a pretty pleasant one. And the standard exhaust in Brian's car is certainly not as noisome as Alfa's optional Racing system. The yet-to-enter-production option of an Akrapovic dual-mode titanium exhaust with carbonfibre tips promises a 'quiet' mode, though – it'll be fascinating to see how that performs.

Speaking of Alfa's optional Racing Pack, Brian's car doesn't have it; in fact, many 4C owners have been persuaded that standard-spec is the way to go.







While the Racing Pack's enhanced anti-roll bar set-up, blatty exhaust and larger wheels and tyres are all great for track work, many people find it all simply too harsh for road use.

One thing that Brian didn't like about his 4C – and he's certainly not alone here – was the steering. "It really bothered me," he says. "On B-roads it was like the car was always trying to find the nearest ditch."

Then he heard about the tweaks that Jamie Porter of The Alfa Workshop has been developing for the 4C. As soon as he drove Jamie's 4C Coupe demonstrator, he immediately knew that it felt 'right'.

Jamie Porter has spent a huge amount of time and effort working with the 4C's suspension settings to create a feel that UK road drivers will be happy with. Brian opted to fit Jamie's tweaks to the front end only (consisting of shims and adjusted toe settings). Jamie made a number of adjustments on the car, heading out to test-drive it at least five times before he was happy with it.

I have to agree, with these minor alterations the 4C feels fantastically well set-up. Pretty much all the steering twitchiness has been dialled out. No longer do bumpy roads cause the steering to fidget, no longer does the car tram-line, and no longer is there

nervousness under braking. All in all, it's a far more composed, relaxing experience.

Significantly, it's also more satisfying through corners. You're able to turn in with increased confidence, the 205/45 ZR17 Pirelli P Zero front tyres gripping extremely well. It does understeer, yes, but it can also be coaxed into performing just the sort of controllable oversteer that mid-engined cars should offer. And all with no loss of steering feel.

It's remarkably stable, too. Jamie encourages drivers to give the steering wheel a big heave at speed on the dual carriageway. And you quickly discover that there's no lurch, no nervousness, just an instant change of direction to where you point it.

All in all, this is a superb set-up for road use, ideal for the B-road blasts that you just knew the 4C was always capable of handling confidently. Jamie does rear-end suspension changes, too, which we've tried in his development car. But Brian is happy with his car as it is – and I'd agree. For the record, Jamie's development 4C, which is fitted with a Racing Pack and a number of other tweaks (from rear bushes to increased power), does feel even sharper. By the way, the 4C's DNA (Dynamic, Natural, All Weather) system also works very well with the Alfa Workshop enhanced set-up,

*ABOVE: Revised headlight treatment really tidies up the frontal appearance and some owners prefer them over the Coupes LEDs*









## TECHNICAL SPECIFICATIONS

### ALFA ROMEO 4C SPIDER

ENGINE:	4-cylinder dohc turbo
CAPACITY:	1742cc
BORE X STROKE:	83mm x 80.5mm
COMPRESSION RATIO:	9.5:1
FUEL SYSTEM:	MultiAir injection
POWER:	240bhp @ 6000rpm
TORQUE:	258lb ft @ 2100rpm
TRANSMISSION:	Six-speed TCT dual-clutch semi-automatic, rear-wheel drive
BRAKES:	305mm ventilated discs (front), 292mm ventilated discs (rear), Brembo calipers
TYRES:	205/45 R17 (front), 235/40 R18 (rear)
SUSPENSION:	Independent with double wishbones, anti-roll bar (front), MacPherson struts, optional anti-roll bar (rear)
DIMENSIONS:	3990mm (L), 1868mm (W), 1189mm (H)
FUEL CONSUMPTION:	40.9mpg (combined)
KERB WEIGHT:	940kg
TOP SPEED:	160mph (claimed)
0-62MPH:	4.5sec
PRICE:	£59,500

especially in 'D' mode, reining in understeer.

One thing that hasn't changed is the powertrain: it's exactly the same 1750 Tbi turbo four-cylinder engine, complete with Alfa's TCT dual-clutch semi-auto transmission. With 240bhp and 258lb ft, the performance figures are exactly the same as the Coupe, too: 160mph and 0-62 in 4.5 seconds. That's in spite of a slight increase in weight: while the Coupe weighs 895kg, the Spider is some 45kg heavier at 940kg, even after Alfa fitted 10 per cent thinner glass for the windscreen and side windows.

### VERDICT

The Spider's UK price is £59,500, or £8000 more than the recently upgraded 4C Coupe. That puts it in pretty rarefied territory – you can buy a 350bhp Lotus Exige S Roadster for £4k less. Alfa lists lots of tempting options to bump up the price, too: carbon trim, leather trim (£1400) or leather and microfibre (£1780) and of course the Racing Pack (uprated suspension, tyres, exhaust and steering wheel) at



### 2016 UPGRADES FOR THE 4C COUPE

With the arrival of the 4C Spider, the Coupe's spec has been bumped up. New standard equipment includes an Alfa Hi-Fi sound system, 'luxury' floor mats and Bi-LED headlamps with carbonfibre surrounds (or for £360 you can have the Spider's enclosed bi-xenons). Parking sensors and cruise control are now free options on all 4Cs. The price has gone up, though, by £5500 – the cheapest 4C is now £51,500.

£2000 – although we'd avoid that. You can easily approach the £70k mark, at which point the 4C is pricier than the 385bhp Porsche Cayman GT4.

Still, Alfa fans would never consider the 4C Spider to be in competition with cars such as these. And I agree: the 4C sits out on its own. The limited-production, hand-built nature of the 4C makes it very special indeed. And in Spider form, it's become even more desirable.

In fact, I'd go as far as to say that – particularly with the front-end mods that this car has had done – the 4C Spider emerges as the most desirable Alfa for a very long time. Probably since the 8C Competizione, in fact, which is high praise indeed. **🇮🇹**

*BELOW: The 4C was just not designed to carry big UK number plates. This smaller plate looks much better*







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# OLD GLORY

Released from a private collection after 35 years, this celebrated Ferrari is looking for a new owner

Story by Peter Collins  
Photography Christian Martin



In late 1956 Ferrari were hard at work developing its latest Championship contender to conform to the '57 rules. 1956 had seen the V12 290MM become the team's mainstay in the series, the period of Lampredi big-banger four and six-pots having finally denied Enzo any consistent success, so out they went along with their designer.

The 290MM had been the design of a team consisting of Vittorio Jano (from Lancia with the D50 GP cars), Vittorio Bellentani, Alberto Massimino and Andrea Frascchetti. It was powered by a single camshaft per bank 3490cc engine which was considered adequate for the job but, as 1956 wore on, it became apparent that some development would be required and at the end of the season. The design team came up with a four overhead camshaft version of the motor

designated Tipo 130, the car being given the appellation 290S.

All of this work resulted in a car developing 330bhp at 8000rpm which was all well and good but, at the first round of 1957's Championship in Buenos Aires, the Scuderia team drivers were dismayed to find that those pesky guys from Maserati, down the road in Modena, had stolen a march and fully developed their fearsome 450S with its 4.5-litre V8. So fast was this car during the early laps in South America, Fangio was drawing away from the Maranello team cars at the rate of 6-10 seconds – per lap!

Considerable misgivings were aired by Ferrari's drivers to say the least and so, later, once back at base, Jano and his men swiftly introduced a bored-out 3.8-litre version, with 360bhp at 7800rpm, of the four-





cam V12 and named the resultant car the 315S, meaning that the two 290S arguably, were the rarest Ferraris ever, having had a life of but one race only. Our featured car was one of these new 315S models, chassis 0674.

Constructed in early spring 1957, 0674 immediately became a Maranello team car and debuted at the Sebring 12 Hours that year in the hands of Peter Collins and Maurice Trintignant. The Scuderia was still reeling from the loss of Castellotti, who had succumbed to the results of an accident while testing at the Modena circuit only days before, but they fielded another 315S and a 290MM, the former driven by Musso/De Portago.

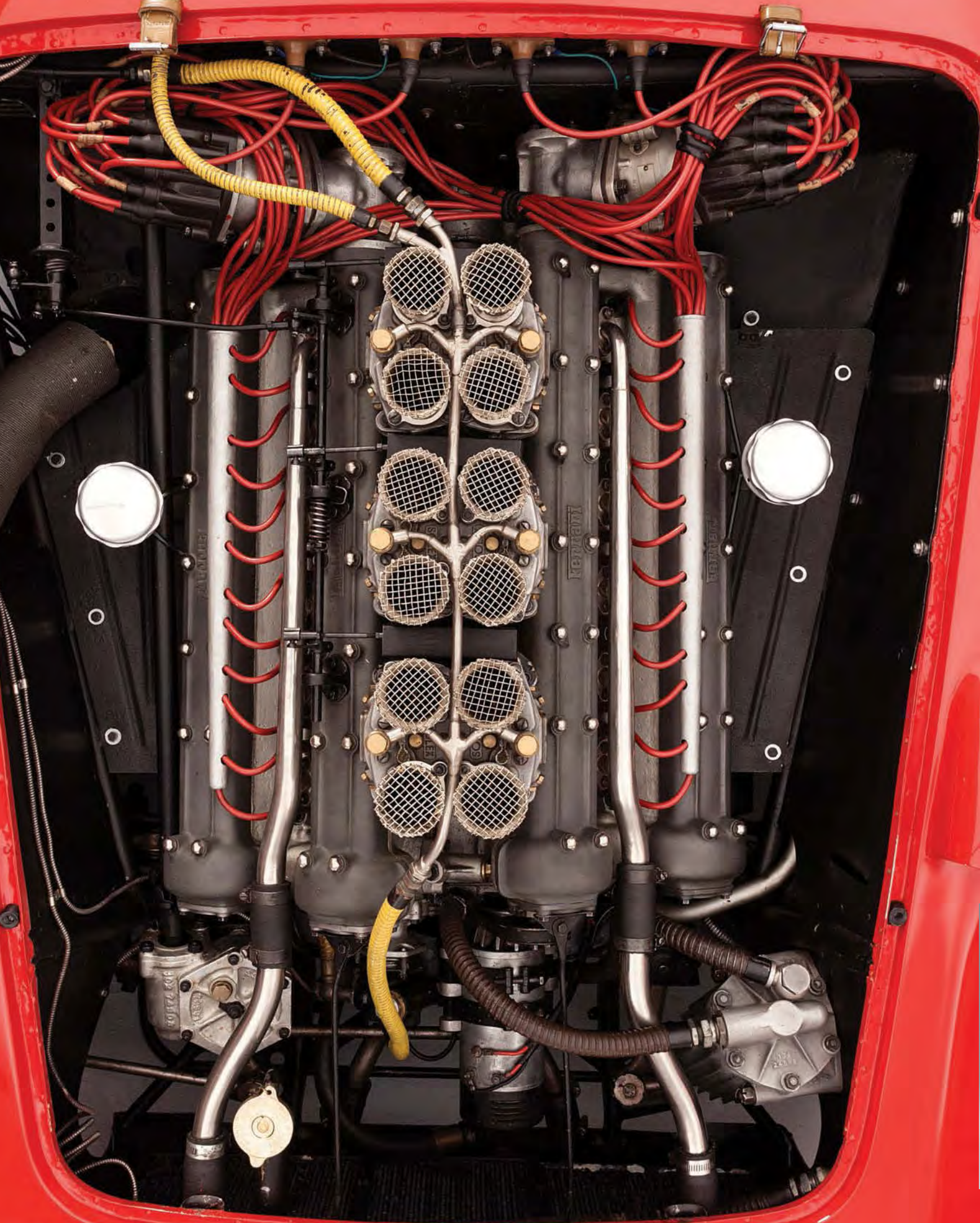
In the hands of Collins as first driver, 0674 was gunned into an early lead and held it for 25 laps



being pressed by the eventual winner, the Maserati 450S of Behra/Fangio. Thereafter 0674 suffered a succession of tyre and brake problems but managed to finish sixth overall.

The 315S were still having to be driven flat-out and with more pace, in order to keep ahead of the Maseratis. The situation was not lost on Jano and his men and, in short order, another capacity increase to 4023cc was introduced so that the power available was then up to 390bhp at 7800rpm. Chassis fitted with these motors were designated 335S but, for the Mille Miglia, the next round in the World Sportscar









*ABOVE: Spare nose section for when the car ran at Caracas in 1957 with pontoon wings to provide extra brake cooling*

Championship, 'our' 0674 remained a 315S and was piloted by Wolfgang von Trips.

This was the Mille Miglia that ended all Mille Miglias – and almost all racing in Italy for a while. An appalling accident befell the De Portago/Nelson 335S and many spectators lost their lives cloaking the whole event in sadness and clouding what had been a brilliant drive to win, single-handed, by Piero Taruffi in a 315S.

Again, 0674 featured, in the sensible hands of developing team driver Von Trips. After Collins/Klemantaski had been forced to retire from a clear lead in their 335S, Taruffi had taken over and, at the same time, heard the beginnings of rear-axle wear, such as caused the leader's demise.

The vastly experienced 'Silver Fox' immediately eased off as he headed into the final, immensely fast, stretches of the event across the Po plain. Von Trips was behind and in no such trouble and so close were the two cars to each other that for a while the young German pushed the older, mature, Italian despite Taruffi signalling him to slow down.

At first Von Trips' youthful enthusiasm got the better of him and he gunned 0674 past the leader, but Taruffi knew the road well and at Piadena, about 60 miles from the finish, he repassed the German, again signalling him to slow down. This time he obeyed and the two Ferraris took first and second places while running together into Brescia. The world would never see the likes of the Mille Miglia again.

From the narrow hazard-strewn roads of Italy, via the twists and turns of Nürburgring, to the ultra-fast 24 hour grind of Le Mans, the World Sportscar series moved to La Sarthe. Here, it is alleged, 0674 was stamped 0656. This may possibly have come about because since the Mille Miglia the car had become a 335S by the simple means of substituting one of the larger 4023cc V12s to bring it up to flagship specification.

The designated crew for the enduro were Mike Hawthorn and Luigi Musso but they suffered the same fate as the very quick Collins/Hill sister car as both went out with cracked pistons, possibly due to experimental parts. However, Hawthorn wrote our featured car into the history books by setting the first circuit lap-record in under four minutes, leaving it at an average of 203km/h (127mph), a figure not bettered until 1962 and involving a timed maximum on the Mulsanne Straight of 289km/h or 180mph.

Next, Sweden briefly featured in the Sportscar World Championship with a round entitled the Swedish Grand Prix at Kristianstad. This had taken over the August slot previously held by the TT at Dundrod and 0674 was there with, once again, Hawthorn and Musso sharing the wheel. The Championship had become a Ferrari versus Maserati contest and with little between the two manufacturers in the points table there was still everything to play for at the Rabelov circuit.

In fact, Ferrari played safe to ensure results and 0674





came home fourth after suffering spins and a puncture leading to a burst brake-pipe so that the car finished with braking on three wheels only.

And so to the final round at the bizarre Caracas city circuit in Venezuela. Consisting of 6.2 miles of public road, it went up and down both sides of a dual-carriageway, through a park, over a flyover and enjoyed both a 170mph straight and a dead-slow hairpin. Marking of the course was very badly carried out to the point where Phil Hill in 0674's sister car, 0700, got lost! Phil Hill: "I kept going and going and just about the point where I began to wonder where the hell I was, all of a sudden there was a bunch of cars coming towards me....and they were sedans! I did a u-turn and followed the road back until I found the circuit again..."

For this race, brake cooling of both the 335S cars entered had been addressed by the alteration of the cars' front-ends to pontoon-wings, thus allowing more air to the drums. One of these noses was applied to 0674.

Once again 0674 was shared by Hawthorn and Musso and, after all the Maseratis had failed to finish through many unfortunate accidents, the car ran well to second place helping to ensure that Maranello took the 1957 World Championship.

Meanwhile, the regulations for World Sportscar Championship races were changing yet again and 3 litres was to be the upper limit for sports prototypes from January 1st 1958 leaving 0674 and its siblings to be distributed amongst favoured private owners.

By February, the car was with Luigi Chinetti and was entered, under the North American Racing Team banner, for that month's Cuba Grand Prix, to be held on a road circuit in Havana on the 24th. The driver was to be no less than Stirling Moss on one of his very rare outings in a top class, powerful, Ferrari sports racer. Moss stated in Nye's book *My Cars, My Career* that 0674 "...had a lot of power and, despite being quite heavy to handle, was well-suited to the Havana street circuit."

This was one of those races that was tragically never meant to happen. Practice was due to start at 13.30 and finally got under way at 17.20, then a pedestrian bridge collapsed onto the track hurting many people and in the evening, Fangio was kidnapped by Che Guevara's revolutionaries.



Photo: Ferret Fotographic

By the time the actual race started the next day, the course was oil-soaked and dangerously slippery. On lap 5 a local participant lost control, hit the crowd and many were killed. The red flag came out but Moss crossed the line at the end of the sixth lap first, thus 'winning' the race. He was impressed with 0674 though and later said "...no wonder the works cars were so hard to beat..."

Back in the USA the car was leased to Mike Garber from Framingham and he arranged for Gus Andrey to drive it in many of the prestigious national sportscar races of the period. Thus it won the Road America 500 at Elkhart Lake as well as taking second and third places at Thompson and Watkins Glen. Its last recorded event was the Nassau Trophy on December 7th 1958 before it went to ground being rediscovered in the 1960s by Bob Dusek of Solebry, PA.

By the end of the decade it had been acquired by Pierre Bardinon for his fabulous *Mas du Clos Ferrari* collection near Aubusson in south-western France and there it has stayed, with a couple of appearances as a star at the 1987 Cartier Homage a Ferrari in Paris and the Ferrari 50th celebrations in Italy.

Now it is the privilege of Artcurial Auctions at Retromobile in Paris on February 5th to offer this fabulous example of Ferrari's sportscar glory years to another custodian. 🇮🇹

**ABOVE:** Wolfgang von Trips drove 0674 to second place in 1957 Mille Miglia behind winner Tariffi in a similar car







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# Daring to be Different

A factory-approved recreation with proven Alfa Romeo underpinnings and retro-inspired coachwork by Zagato

Story by R M Sothebys  
Pictures by Darin Schnabel







It was fashionable in the 1960s to produce cars that had a vintage appearance, the most prominent Italian manufacturers were Vignale and Siata with models based on Fiat mechanics like 500 Gamine and the 850 Spring.

The Alfa Romeo 6C 1750 Gran Sport Spider Quattroruote was much more ambitious. Built from 1965-1967, the car was named after Quattroruote magazine – Italy's prominent monthly motoring publication – from an idea by the magazine's founder Gianni Mazzocchi. Just 92 were produced using contemporary mechanical components from the 105 series Giulia saloon. The prototype was first shown in April 1965 at the Museo Nazionale dell'Automobile in Turin, the production version was unveiled one year later at the New York Auto Show.

Alfa Romeo supplied a purpose-built chassis to coachbuilder Zagato where the retro-inspired bodies were hand-built and fitted to each chassis. The body was made of aluminium panels over a bespoke tubular framework in the classic tradition of the Milanese coachbuilder. The two-seater roadster features removable side curtains and top, while storage for

luggage and personal belongings is available behind the seats.

Although the car is described as a 6C-1750 it doesn't have a six-cylinder engine, instead power is supplied by a 1570 cc twin-cam in-line four-cylinder engine producing 92hp. The five-speed manual transmission, double wishbone front suspension, rear live axle with coil springs, and rack and pinion steering were all inherited from the Giulia. Four-wheel drum brakes are installed and the wire wheels are 15-inch with knock-off spinners. The claimed top speed was 96mph.

The vehicles were sold through the official Alfa Romeo dealer network with two versions available – Normale and Extra. Alfa Romeo produced 12 examples in 1965, 52 in 1966, and 29 in 1967 prior to discontinuing production of the limited edition tribute.


Even though the car was priced at a reasonable 2,360,000 Lire as opposed to the 1.57 million Lire of the 1966 Giulia TI, the car was not successful. The delivery time was expected to be 120 days but production delays resulted in poor orders. The model remained in the official Alfa Romeo price list until 1969 in order to dispose of unsold stock.

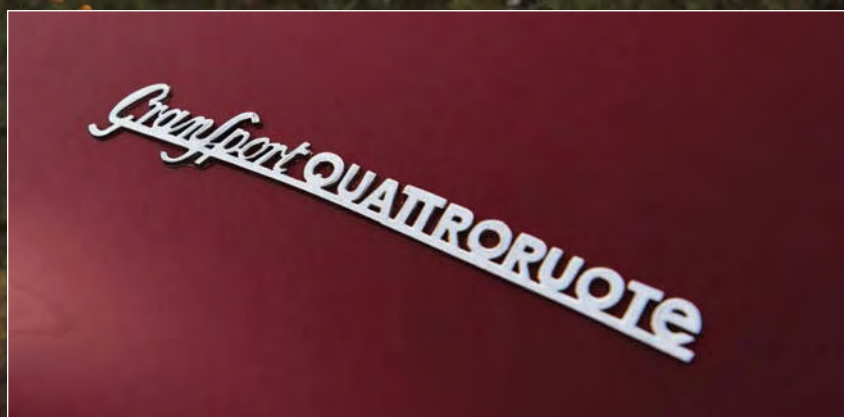






The featured example is finished in Rosso over Nero leather, this particular car spent time in Northern California from 1992 to 2007. It was restored by Alfa Romeo expert Conrad Stevenson, during which time the engine and transmission were rebuilt and a bare metal repaint was undertaken by Stuart Laidlaw. The seating surfaces have been re-upholstered in black leather with the remainder of the interior trimmed in matching black vinyl. Wool carpets were fitted along with diamond-pattern rubber floor mats. It is also equipped with a Nardi wood steering wheel, befitting the retro design.

The car will be offered at the RMSothebys Arizona January sale. Estimate is €35-55,000. 





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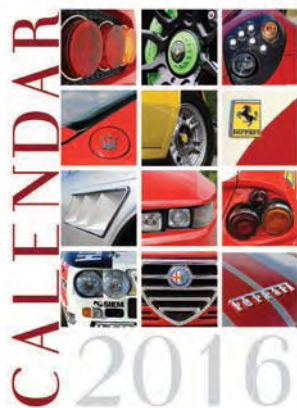
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# Resurrection

The daunting task of rebuilding an incomplete car that had already been partially and badly restored

Story by Maurizio Schifano and Ruoteclassiche  
Photography by Paolo Carlini

**T**his magnificent car was designed by Mario Revelli di Beaumont and was most probably commissioned by an American client. An Italian collector came across it in New York in 1992 and bought it for just \$3669. A lengthy restoration process has returned the car to its previous splendour.

The simple and yet perfect narrow sloping grille contrasts with the extravagant air vents along the sides of the long bonnet. The wings, running boards and streamlined tail are so elegant and complemented by the recessed spare wheel. For 1936 the Lancia Astura was modern indeed, or even better, 'modernist', given the period in which this magnificent convertible was designed. The bodywork shows the

distinctive style of Mario Revelli di Beaumont's pencil.

In September 1936, Lancia delivered to Stabilimenti Farina the short wheelbase Astura third series chassis No. 33/3369 (the featured car) as well as twin chassis 33/3367 and 33/3368. All three were entrusted to Mario Revelli di Beaumont, who had already been collaborating with the Turin coachbuilder for about ten years. Chassis 33/3369 was dressed as a convertible, 33/3367 as a four-door sedan and 33/3368 as a two-light convertible. To save on the cost of the metal sheet







template manufacturing, it was decided to leave the front, the running boards and the rear boot unaltered for all three versions.

In 1936, the Astura had become Lancia's flagship and boasted exclusive mechanics. The 8-cylinder engine, derived from its Dilambda ancestor, featured a narrow V layout which had single overhead camshaft distribution located in the centre of the V, which made the unit almost as compact as a four-cylinder in-line engine. Two

electric pumps borrowed from the aviation industry provided the fuel supply. The brakes, although equipped with a vacuum servo system, were mechanical.

But Stabilimenti Farina wanted more. Although there is no documented evidence of this, the car was most probably commissioned by an American client, so it was decided to equip this convertible with a hydraulic braking system patented by Farina. The roof opened and closed via a 'hydraulic system for manoeuvring of a convertible hood' of renown, also patented by Farina on 17 July 1934 under number 319656.

The Astura's body was embellished with chromed brass details and trim. The production spoked wheels were fully covered by chromed brass wheel covers, according to the aerodynamic trend prevailing in those years. The interior featured leather seats and door panels, fine wood trim with herringbone inlay on the dashboard and door panel cappings. The front seat backrests were framed in wood to make folding simpler, but also to allow easier mounting of an ashtray. The dashboard front was covered with an acetate panel in matching tones with the body colour, and was equipped with an elegant set of instruments in chromed brass. The car was probably shipped to the United States straight after completion. At the end of the 1990s, Iggy Franciamore, a well-known American Lancia collector, found the remains of the car at the premises of a New York car dealer in the Bronx.

Years earlier, a restoration of the car had been started, although not very well and with little respect to its originality. The chassis was in good shape, together with the original engine, transmission, differential and steering box. Unfortunately the body was badly deteriorated and largely incomplete, save for the precious hood frame, with the electro-hydraulic motor and pistons still in good order and working. The interior was also incomplete, but the dashboard and the inlay strips could be recovered.

The incomplete remains were purchased in 1992 by a collector from Calabria for a very favourable price.







*ABOVE: Because the interior was incomplete the furnishings had to be recreated, fortunately the original dashboard and door cappings were saved*







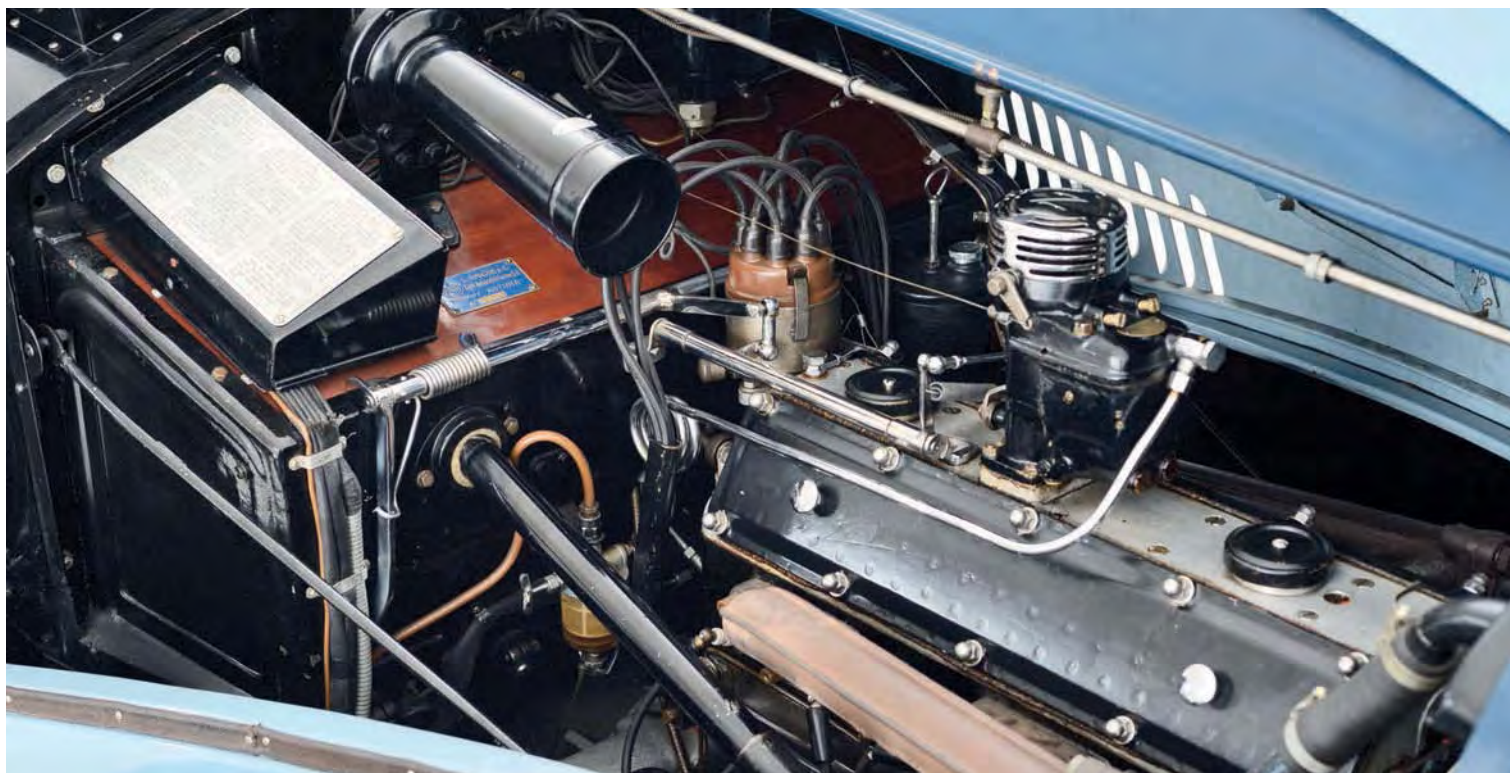
*ABOVE: Replacement hubcaps could not be found so new ones were made from scratch after referring to period photographs*

Eager to return this prestigious car to its former beauty, the new owner entrusted the car to the expert hands of renowned bodywork specialist Dino Cognolato.

The body required the longest and most complex restoration work. The wooden frame of the central body had to be fully remade. A careful study of some period photos immediately following its completion helped to assemble the doors and side metal panel templates – long lost – and to reconstruct the severely damaged grille and reshape the wings, altered at some point to house smaller wheels than the originals. The aluminium bonnet had remained almost intact, but it was necessary to restore the front section. The boot lid was designed to accommodate two overlapping spare wheels and this section of the car was still in

good shape but it was modified, at the request of the owner, to house one single wheel instead of two.

Luckily, the grey/light blue shade found on the sides of the bonnet had never been cut back, so it served as a colour guideline for the whole body, while a darker Lancia blue was chosen instead for the roof top and the wings. Two-colour liveries were widely used on similar cars in the 1930s. As for the headlights, Dino Cognolato found period parts, restored and fitted them to the car. Since it was impossible to find the original wheel covers, Cognolato remade new ones from scratch, relying on period photos of the completed car. After restoration of the opening mechanism, the hood received a new dark blue cover with new cloth lining inside. When the individual parts had been restored, the seats and the door panels were coated with







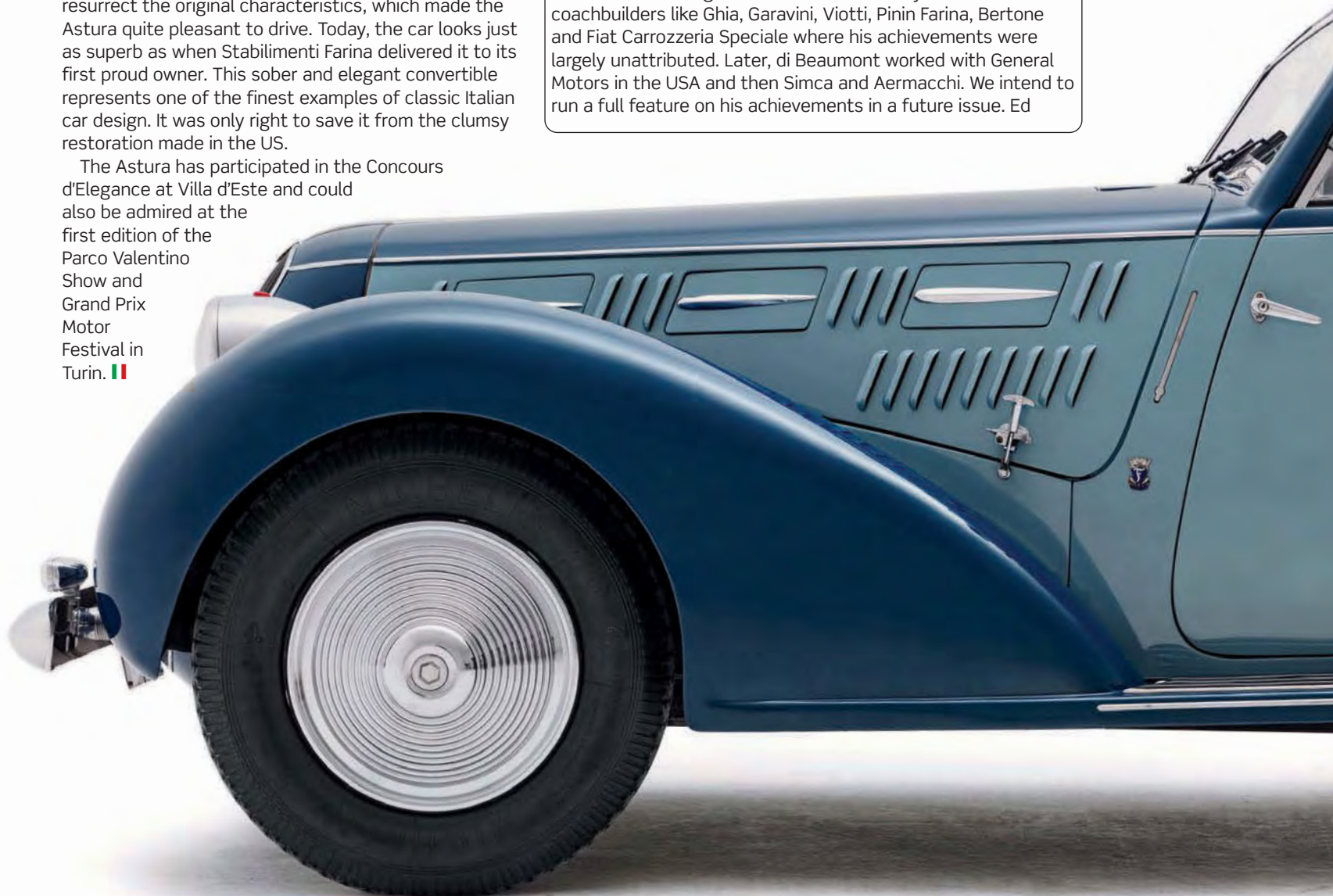
'robin's-egg' blue Connolly leather and the floor was covered with a dark blue carpet.

The mechanics demanded less overhaul work to resurrect the original characteristics, which made the Astura quite pleasant to drive. Today, the car looks just as superb as when Stabilimenti Farina delivered it to its first proud owner. This sober and elegant convertible represents one of the finest examples of classic Italian car design. It was only right to save it from the clumsy restoration made in the US.

The Astura has participated in the Concours d'Elegance at Villa d'Este and could also be admired at the first edition of the Parco Valentino Show and Grand Prix Motor Festival in Turin. 🇮🇹

#### POSTSCRIPT

Designer Mario Revelli di Beaumont is something of an unsung hero of Italian design and worked extensively with coachbuilders like Ghia, Garavini, Viotti, Pinin Farina, Bertone and Fiat Carrozzeria Speciale where his achievements were largely unattributed. Later, di Beaumont worked with General Motors in the USA and then Simca and Aermacchi. We intend to run a full feature on his achievements in a future issue. Ed







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# Mille Miglia Millecinto

They named the Cisitalia 202 'Nuvolari' following Tazio's famous 1947 Mille Miglia drive, this example retraced the route in 2015

Story by Richard Heseltine  
Photography by Michael Ward







It could be down to the buffeting, more likely the frenzied backbeat, but normal synaptic firing has been interrupted. This glorious Cisitalia 202MM Spider is everything you expect it to be and more, but you don't so much drive this car as wear it. And heavens above, it's loud under load, but it isn't a car that responds to tactility. The funny thing is, in many ways it feels more modern than the year of its manufacture might suggest: 1947 puts it straight into the catchall category of 'post-vintage' but you would swear it was from a more recent decade.

This is more than just another 'etceterini'; much more. The model's other alias, 'Nuvolari Spider', offers a significant clue as to the car's worth as opposed to its value. You see, Cisitalia and The Flyin' Mantuan almost pulled off an upset win on the 1947 Mille Miglia. Nuvolari wasn't in the best of health, yet somehow his Cisitalia was eight minutes clear of the chasing pack at the half-way point in Rome. His drive was all the more remarkable given that the car was packing all of 1098cc and maybe 65bhp. Not only that, the first post-war running of the great race may have been held in June, but there was nothing summery about the weather. Nuvolari and his wingman Francesco Carena battled monsoon conditions on the closed autostrada between Turin and Milan, only for the Cisitalia's ignition system to take on water. Valuable time was then lost while the distributor dried out. The lead may have changed, but Nuvolari wasn't done yet. Once up and running, he pressed on as only he knew how but ultimately had to settle for second place behind Alfa Romeo 8C 2900B duo, Clemente Biondetti and Emilio Romano. Class honours were at least some consolation.

Cisitalia may have been stopped short of an upset win, but it had more than made its mark. If Nuvolari's performance wasn't enough to ensure banner headlines, Cisitalias also finished third and fourth

overall. Not bad for an upstart start-up operation which had built its first car barely a year earlier. But then marque instigator Piero Dusio was nothing if not ambitious. Even now the grandiosity of his vision takes your breath away.

This fascinating character was born in Scurzolengo, south west of Turin, in October 1899. A natural sportsman, his footballing career with Juventus was curtailed by a knee injury but he found a perfect substitute in motor sport. A savvy businessman, Dusio earned more than one fortune in real estate and the textile industry which paid for his racing exploits. A gentleman driver in modern day parlance, he was sufficiently talented to place sixth overall in the 1936 Italian Grand Prix at Monza aboard a Maserati 6C. Becoming a manufacturer in his own right was a natural step, Dusio establishing Consorzio Industriale Sportive Italia in 1944. By his own admission, he was not an engineer, but he did have a knack of recognising and enabling burgeoning talent. The D46 single-seater, the model which established the marque trackside, was largely the work of the brilliant Dante Giacosa. And despite packing only a tiny 1.1-litre four-banger, this tiny device punched above its weight with Nuvolari winning the Coppa Brezzi in September '46 aboard one.

However, Cisitalia's legend was forged on the global stage by the 202 coupe. This landmark design prompted jaws to collectively drop in 1947, and chin-stroking pseudos have been hailing it as a masterpiece ever since. Yet it was, in essence, a Fiat 1100 'special', albeit one which fully exploited the talents of former aero engineer Giovanni Savonuzzi. Subsequent variations on the theme would also influence designers on both sides of the Atlantic. However, by the time the Voloradante model broke cover in 1953, Savonuzzi was long gone. As, indeed, was the firm's founder, if only in the physical sense.

While the D46 earned valuable revenue, and the





202 road car caused the motoring media of the day to gush forth, other schemes proved anything but successful. Dusio overextended in his attempt to build a Grand Prix challenger and it almost ruined him. With a brains trust that included Ferdinand Porsche, Rudolf Hruska (the same man who later engineered the Alfesud) and Carlo Abarth, the resultant single-seater – known as the Type 360 in Porsche lore – featured a mid-mounted, 1493cc flat-12. Unfortunately, it was undone in part by a lack of finance and failed to take on the Grand Prix elite.

By the dawn of the '50s Cisitalia was on the ropes. Dusio had by now also become embroiled in – or maybe sidetracked by – the Péron government's bid to establish a mainstream motor industry in Argentina. This he partially achieved, even if he was ultimately elbowed out of the resultant Autoar concern. Meanwhile in Turin, it was left to his son Carlo to halt the brand's slide into oblivion. Cisitalia was, however, now entering its twilight years with plans to build a car with Ford backing ultimately coming to nought following much expenditure of both time and money. Similarly, bold plans to equip the 202 with an adapted marine engine made by B.P.M. (Botta & Puricelli Milano) also proved a costly distraction. The Aldo Brovarone-penned Voloradante coupe, by comparison, was a more conventional proposition. There was nothing complicated about its makeup; there would be no reaching for the stars here. Nonetheless, it too failed

to find favour with just four being made. At some point during 1954, the Voloradante was quietly dropped. Cisitalia was now in limbo.

Down but not out, in 1959 Dusio Jr made a concerted bid to revive the marque with a Fiat 600-based saloon but this too was aborted. Altogether lovelier was the 750 roadster which featured 735cc Fiat power. Variations on the theme continued into the '60s, most cars heading to South America. However, the profit-making aspect was rarely factored in. Manufacture ended in 1964 after Carlo Dusio threw in the towel. His father simultaneously wound down the affiliated Cisitalia ICSA concern in Buenos Aires, the marque's glory days by now all but distant memories.

But what memories. Nuvolari's drive on the '47 Mille Miglia merely burnished an already gilded resume, but it did much to establish Cisitalia's reputation as a serious player. It is widely held that Cisitalia made as many as 30 202MM roadsters which were promoted as 'Nuvolari Spiders'. The car pictured here was number 21 in the series. Sold new to Sicilian Ignazio Salonia, it was campaigned on the island in events such as the Catania-Etna hillclimb but wasn't road-registered until April 1949 (the RG prefix denotes Ragusa, Sicily). By 1959, it was on its fourth owner, Milanese enthusiast Angelo Beretta retaining the car until 1986. Two changes of custodian later, the 202MM made its Goodwood debut at the 2012 Revival Meeting. It is currently owned by Mark Cooper who engaged DTR

*ABOVE: Beneath this impressive cylinder head is the reworked block of the ubiquitous Fiat Millecento, the 'power' source of many post-war competition cars*



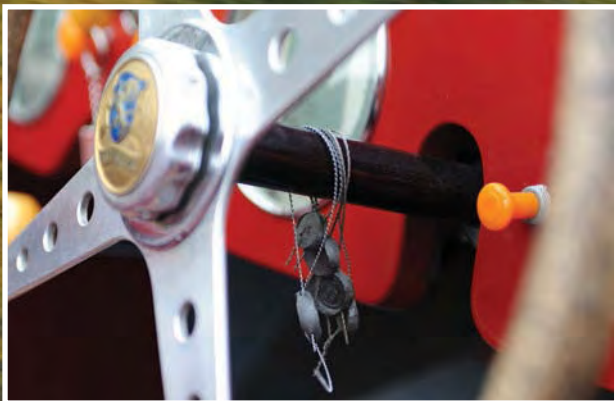








## CISITALIA 202MM SPIDER



European Sports Cars to titivate it further. Cooper and company principal Paul de Turris subsequently drove the car on the 2014 Ennstal Classic and the 2015 Mille Miglia retrospective.

Photographs really don't lend a sense of scale. The Cisitalia is tiny, but what it lacks in size it more than makes up for in otherworldly beauty. Given that most sportscars of the day were warmed-up pre-war models – so cycle-wings and square-rigged bodies – here it's fully-enveloped and aching pretty with it. From front on, it's much like a regular 202 coupe, right down to the deceptively simple oval grille (it's a one-piece casting, slats and all). It's only when seen in profile that it bids farewell to subtlety. Style's triumph is often substance's loss, but here the tailfins are more than designer affectations. Savonuzzi was an engineer, not a stylist, and he insisted that they were there to aid stability.


Inside, it's equally striking. Climb over the bracing bars than run across the door apertures, and the bench-backed seat is bisected by the transmission tunnel. You sit bolt upright, and there is little in the way of lateral support. Ahead, the alloy-spoked, cork-rimmed steering wheel fronts a body-coloured dash. The gauges are works of art in themselves: in typical Italian fashion, the most important instrument is the rev counter with inset water and oil temperature functions. On the left (on the passenger's side) sits the speedo, which also incorporates a fuel gauge and a clock, the gear knob and minor controls being made of rather groovy amber-coloured plastic.

Push in the ignition key and, with the fuel pump engaged, you're obliged to fumble beneath the dash for a lever; the one that moves the starter motor's contacts together. There's nothing so sissy as solenoids here. The motor whirs and then whirs some more before the engine catches with surround-sound fanfare. It may be a prehistoric OHV Fiat unit, but only the block was retained during the Cisitalia makeover. Slot into first – the four-speed 'box gained more modern internals somewhere along the way – and there's a pronounced ker-klunk. Release the parking brake, let out the light(ish) clutch and the Cisitalia clearly isn't a happy bunny. It pops and fluffs before finally, reluctantly making it past the magic 3000rpm mark. The twin single-choke downdraught Webers then gulp greedily as you slot into second, the gearchange having a long-ish throw but the addition of synchromesh makes all the difference.

At 4000rpm, there's a distinct hardening of tone as the high-lift camshaft makes its presence felt. The Nuvolari Spider barks like a proper racing car. Hit



5000rpm and it sounds far more powerful than it actually is (with a few tweaks, it is currently producing at best gobhp) although the narrow power band and widely-spaced gear ratios means you have to pick and choose your moments to get the most out of the Cisitalia cross-country. As is to be expected, the worm-and-roller steering is a little vague, and really dates such a forward-thinking design, but it doesn't detract from the driving experience, at least not with familiarity. This is a light car, weighing around 760kg minus driver, and the 0-60mph dash takes an estimated 13sec. The finned aluminium drum anchors, however, aren't the last word in stepping power, and the live rear end on semi-elliptic leaf springs doesn't like bumps, but that rather goes with the territory.

This really is a mouse that roars. Top speed is estimated to be around 90mph, which on paper doesn't exactly set your pulse racing, but it's all relative. Off paper, it focusses your attention more than its meagre stats might have you believe. This isn't a particularly easy car to drive. It's fun, but to pilot this car quickly and competently requires forethought and commitment. It's well worth the effort, though. To drive one flat out for 1000 miles – and in all weathers – would require super-human driving talent and reserves of obstinacy. Which is why Tazio Nuvolari remains a legend and motoring writers, by and large, tend to be forgotten by history.  Thanks to: car owner Mark Cooper and Paul de Turreis of DTR European Sports Cars ([www.dtrsports.com](http://www.dtrsports.com))



ABOVE: Ian Dalglish raced the Cisitalia at the 2013 Goodwood Revival  
BELOW: The UK registration is the same number as the original Ragusa plate







## Ferrari 308 GTB

21,500 Miles From New

This very early Dry Sump 308 GTB was supplied new in December 1978 in Rosso Corsa with Beige leather, optional Air Conditioning, Front Spoiler and wide wheels. In 1984 and with 18,000 miles the car was sold and exported to New Zealand where the car remained until very recently. The car is now undergoing an overhaul at DK Engineering which includes UK Registration. This is a wonderful opportunity to acquire a very original and low mileage early 308 GTB. £POA

### Additional Motorcars Available for Acquisition



#### Ferrari 288 GTO

This 288 GTO is presented in a highly desirable specification having Air Conditioning, Electric Windows and Rosso Inserts. The car was originally Italian supplied but spent 12 years in the USA until brought back to Europe by DK in 2014, this importantly means the car could be easily reregistered in the U.S and the car retains its "California Barcode". Having received a major DK Engineering 30 year "engine-out" service the car is understandably presented in superb condition. £POA



#### RHD Ferrari 365 GTB/4 "Daytona"

This UK Supplied RHD Daytona (1 of 158 examples) is presented in its Original Colour Combination of Argento with Blu leather. Formerly part of one of the finest collections in the world, the car is Matching Numbers, Classiche Certified and presented with its original tools and books. Recently totally restored, this Daytona is a previous Concours winner and is presented in award-winning condition. £POA



#### Ferrari F40

This F40 is a spectacular example of a very rare early production car - One of the original batch, which were built in the race department. This "Non Cat & Non Adjust" example has covered merely 3,900 Kms from new. The car is Classiche Certified and recently treated to a very thorough overhaul including replacement fuel tanks and overhauled Turbos. A breathtakingly original F40 and is offered for sale on the open market for the first time. £974,995

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# AUTO e MOTO d'EPOCA PADOVA

Annual pilgrimage to the world's greatest gathering of the weird and the wonderful

Story by Peter Collins  
Photography by Michael Ward

**R**oll up, roll up, come and see the greatest classic car show on earth. Well, maybe Essen might have rights to that title but, for Italophiles, there is only one place to be in October and that's Padova.

With eleven separate halls and six huge outdoor areas Auto Moto d'Epoca must run Germany close on sheer size but when you consider the exhibits there is no contest. Where else will you see a Monviso bodied Fiat 1400 Cabriolet?

2015's show was the 32nd held at Padova and for the first time encouraged stands with new cars. In addition, it was estimated that around 4000 cars were displayed for sale both privately and by dealers. The

latter's stands have the effect of making a huge exhibition in themselves while the majority of the private sales vehicles are outside – there is a complete hall devoted to them as well.

The usual criticism of Padova is that all the prices are too high, whether it's for complete cars, parts or automobilia but I sensed a slight softening of this attitude this time around. For example, one private vendor of a Fiat 131 Abarth stradale, which seemed, at least superficially, to be in superb condition, was asking a staggering amount of well into six figures on the Fiera's opening day, but which gradually reduced during the period of the show.

There is often some doubt as to whether anyone



*Fiat 850 Spider with Campagnolo wheels*



*Rare De Tomaso Longchamps Cabrio*



*Fiat Topolino and a Moretti 750 Barchetta*



*Fiat 600 Jungla by Savio and Innocenti Spider*





actually does purchase any of the cars on show, especially at the prices demanded but, during the three days I was there, I overheard several deals going on including a conversation that went along the lines of "...he was asking €1.2m but within half a minute it had gone down to 750,000..." And you may well see a perfect Alfa GTA 1300 Junior Stradale on the roads of the UK soon that was on a stand at the show.

You do need to allocate three days to visit the show if you want to ferret out all the fascinating 'never seen one of those before' cars that keep cropping up as you turn another corner.

The new cars consisted of manufacturers, not all Italian by any means, such as BMW and Bentley, who displayed their Bentayga SUV. After assimilating the hideous shape of this car, you then have to pronounce the name. The trend for unattractive and unintelligible titles continues apace, but then meaningless car names are commonplace today.

Abarth bolstered their 695 Biposto with two period Record cars, one a single-seater rarely seen before and the other one of the lithe Bertone offerings. Alfa showed one of their extant new Giulia saloons amongst Museo cars and the same theme was continued by Ferrari and Maserati.

Spectacular is the only way to describe the current Pagani Zondas, which, to prove the success of the original design, haven't changed a great deal in basic concept since their first offering over ten years ago when the *Auto Italia* team were treated to an exclusive viewing of the very first cars constructed by the company. The Roadster in particular was gathering huge crowds.

Talking of roadsters, supporting Lancia's Ypsilon was an SGV from 1911 that was part of the Nicolis collection. This was basically a company that, for a short period, bodied Lancia chassis and made the cars in the USA and was extremely rakish, probably having had the same effect as the Pagani does today, only 100 years ago.

Then, right at the other end of the scale, it would seem that if you have a really good first series Fiat Panda you are into something good. The private sale of a two-cylinder 30 model required an outlay in excess of €2k while good Sisley 4x4s can reach almost treble that. In terms of utility vehicles the cut-down Alfa Romeo 6C 2500 Ute on one stand would daunt the strongest of constitutions while some of us fell for the Berlinas.

From perfect De Tomaso Deauvilles, yes, in plural, through a lovely Fiat 124S, to a couple of Alfa Romeo 1900 Supers, there was something for anyone after the rare or just plain obscure. Intriguingly, one lovely 1900 Super for sale was described as having been first-owned by a banker in Rome, conjuring up all sorts of ideas of whose posteriors had sat on its seats making what sort of, erm, deals during its early years.

Rare cars were round every corner. Two Siata Amicas for instance, Alfa Giulietta Turbodelta Berlinas from the '70s seemed as if they were being remanufactured again, several superb Fiat 128 Rallyes, a visually superb Fiat Abarth 1300/124 Coupe, Ritmo 125 TCs... As I said, roll up, roll up to see them. It amazes how every year, just when you thought there were no surprises left, even more come out of the woodwork.

The Maserati 250S prototype that Moss and





*Delightful Fiat 1400 Cabriolet by Monviso*



*Rare LMX Sirex - one of two at the show*



*Opel based Bizzarrini 1900 GT Europa*



Jenkinson used as their first recce car for their second attempt at the Mille Miglia, together with Maserati in 1956, was almost easy to miss, so too the unique Fiat 8V Spider built and campaigned in period competition by Zagato themselves; the latter being on the Circolo Veneto stand along with an Alfa 6C 2500 Cabriolet with a rare three-carburettor set-up. Another cabriolet of note was one of the 25 openable versions of De Tomaso's Longchamps built in period.

Putting roofs on open cars is not a particularly common conversion but the very attractive Fiat Barchetta Coupe, one of Maggiora's Chivasso factory's special offerings of the 1990s, was present on the Barchetta club stand. Mention of Chivasso cannot pass without mentioning the recent explosion in integrale values, especially top-end Evo models and it was appropriate that one of the Japanese-market orientated Final Editions was being displayed by the club.

Old-time glamour was more than adequately represented by a very Gatsbyesque Fiat Ardita which, although quite large and imposing was completely overshadowed by a vast and impressive Isotta Fraschini, which questioned the use of the word driving as adequate description for the act of conducting it.

And so we come to the ultra-rare. This is always subjective, rather like the whole of this piece, but was a fascinating exercise in just trying to establish what was the most uncommon sight at the Fiera. How about the LMX? Not one, but two. This backbone-chassised sportscar, originally from Lecce, but later from Torino, was powered by the Ford 2.3 V6. One of those present was prepared for competition, the vendor saying that he had records of this car's activities and someone appeared to be interested in purchasing it.

Or, when was the last time and when the next, that you see a Fiat 1100 TV Berlina Elaborata Cisitalia? Not impressed? How about a Bizzarrini Europa 1900 GT then, or the previously mentioned Monviso Fiat 1400? Or maybe a unique period-built hillclimb/competition single-seater powered by a Lancia Aurelia V6 motor might rock your boat?

None of the above includes mention of the two vast halls of automobilia, parts and publications in which it was easily possible to spend more than a day hoping to discover that vital last piece in your restoration jigsaw.

Padova and October, there's a beautiful city to be explored as well, so it's a must-visit event in anyone's Italophile year. 🇮🇹



*Maserati 150S and 250S prototype*



*Very tidy Fiat 124S for €3600 including free delivery!*



*The one-off Fiat Barchetta 'Coupe' prototype*





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# CLUB ITALIA

PREVIEWS AND REPORTS ON INTERNATIONAL  
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## Cascais Concours

The Automóvel Club de Portugal's 2015 classic car concours

Report by Richard Heseltine

Photography by Manuel Portugal



**D**espite being in only its third year, the Cascais Classic Motor Show is rapidly establishing itself as one of Portugal's biggest and brightest historic motoring festivals. Held over the August 29-30 weekend, and organised by ACP (the Automóvel Club de Portugal) in partnership with Cascais City Hall, the event also included the concurrent Cascais Concours d'Elegance. The 2015 running saw more than 50 entrants descend on the Hipódromo Manuel Possolo in the centre of this beautiful coastal town. Classes ranged from pre-WW1 veterans to more recent exotica, with Italian classics featuring prominently.

This year's event also attracted wider overseas' interest, with Corrado Lopresto's sublime Franco Scaglione-styled Alfa Romeo Giulietta Spider claiming the Post-War Italian Design award. The Milan-based Sicilian also displayed his gorgeous Pinin Farina-styled Giulietta, one of the first handful of 101-series crafted by the Turin carrozzerie. However, it was a non-runner so was ineligible for silverware. Another unusual entry in the same class was Luis Guilherme's rare '56 Lancia Aurelia B50, resplendent in a striking shade of lilac. It was nothing if not distinctive.

With concours entries ranging from an Autobianchi Bianchina Eden Roc to a Maserati Merak, via a Vespa





400, there was plenty to pique the interest of fans of Italian classics. In the 1960s-70s Sports & GT category, the judges were smitten by João Mira Gomes' delightful 1960s Lancia Flaminia coupe and also Joaquim Ferreira Rocha's 1977 Lamborghini Espada S3, not least because it was restored at home. The real standout for fans of 'etceterinis', however, was Frederico Borges de Castro's 1954 Fiat 1100 coupe with coachwork by Ghia. This car had period competition history, and was greatly admired by the judges. It received the Extraordinary Design honourable mention award.

Away from the concours arena, more than 500 cars participated in a parade around the coastal roads which were closed to regular traffic, while the addition of the Flying Kilometre 'race' for pre-1930 historic cars proved a huge hit with entrants and the public alike. Alfa Romeos were in abundance in the static display along the historic battlements, with all three Portuguese marque clubs being represented en masse.

With the local community standing four-square behind what they hope will become a staple of the European concours season, there is every reason to believe that this could become the standout event on the Iberian Peninsula.







# BUYERS' GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING AN APPRECIATING CLASSIC

## Ferrari 308 GTB & GTS

With its iconic 1970s shape and glorious V8 engine, the Ferrari 308 is an all-time classic. It's now fast appreciating in value yet it remains a superb entry-level Ferrari that's easy to own, inexpensive to run and richly rewarding to drive

Report by Chris Rees  
Photography by Michael Ward

If you were to argue – as many people do – that the 308 is the prettiest Ferrari ever made, you'd have no disagreement from us. Looking like an elegantly swooping bird, the 308 is one of the most recognisable and most widely admired of all Ferrari designs.

Perfectly poised Pininfarina curves (penned by Leonardo Fioravanti) flow over a fine-boned structure. Not only that, but the 308 has the constitution of a thoroughbred, too, with delicate handling poise and a peach of a V8 engine.

But it's only recently that values of 308s have started to rise. Even five years ago, you could buy a decent 308 for just £20,000. That's dramatically different today: the very minimum now is more than £50,000, with the best ones going for well over £100k.

That lag in price uplift has something to do with the 'supply' part of the supply-and-demand equation. There are more 308s around to choose from than almost any other Ferrari: over 12,000 examples were made between 1975 and 1985 (plus another 6000 of the later 328, which we covered in our guide in Issue 231).

The first 308 was not in fact the 1975 GTB, but the Bertone-designed 308 GT4 of 1973 (see Issue 234). The GT4 crystallised Ferrari's V8-powered mid-engined format for the 1970s. But while the GT4 was a four-seater, the GTB had only two seats and a 21cm shorter wheelbase (the same as the old Dino 246, which the GTB directly replaced). Indeed, the tubular space frame

chassis with independent wishbone suspension, coil springs, dampers and anti-roll bars was very similar to the Dino's.

The 3.0-litre engine was shared with the GT4: a transverse V8 mounted in situ with a five-speed manual gearbox. The all-alloy 2927cc V8 is a real gem of a powerplant, featuring two overhead camshafts for each bank of cylinders, cams driven by rubber belts and four Weber 40 DCNF carburettors. In





Europe, the power output was quoted at 255bhp, whereas the US version made do with 230bhp (both figures probably a little optimistic). That was good enough for road testers to achieve a top speed of 160mph and 0-60mph in 6.5 seconds.

Almost uniquely among Italian cars, the 308 GTB was launched with bodywork made of fibreglass ('vetroresina' in Italian), which kept the dry weight down to a mere 1090kg. However, within two years Ferrari had switched to



making the bodywork in steel; this did add weight, but probably only around 50kg rather than the 150kg that's often quoted. A deep front spoiler was a factory option right into the 1980s. In 1977 came the targa-roofed 308 GTS model, whose removable roof leached some rigidity from the shell – not that you really notice that in normal road driving.

In 1980, both 308 models switched from carb feed to fuel injection



(GTBi and GTSi), using Bosch K-Jetronic, and power dropped substantially (to 211bhp in Europe and 202bhp in the USA). Other changes were few, for instance minor cabin tweaks and metric-sized wheels.

The 1982 quattrovalvole (or QV) model gained four valves per cylinder and addressed the power issue raising it to 237bhp (or 232bhp in the USA). The gearbox and final drive ratios were altered at this time, too, while new louvres in the front lid aided cooling; also new were a radiator grille housing fog lights and a different three-spoke steering wheel.

An interesting aside is that Ferrari sold a tax-break version called the 208 in Italy. Launched in 1980, it initially used a naturally aspirated 2.0-litre V8 with 153bhp, but that rose to 217bhp in turbocharged form from 1982 (Ferrari's first-ever turbo road car). Only 987 examples of the 208 were made up until 1985, and while LHD 208s occasionally surface in the UK, they're definitely not as sought-after.

The 308 was replaced by the 328 in 1985, using a bored and stroked 3185cc version of the V8 engine. The new model may have ironed out many of the 308's







weaknesses – particularly its rust issues – but there is still an inescapable purity and charm to the 308, especially in carburettor form.

Today, the 308 has the distinct advantage of being one of the most practical ownership prospects of any Ferrari. The 3.0-litre V8 engine is more robust than most Italian exotic powerplants and parts are relatively plentiful. So what is a 308 like to drive and to own, and what should you look for when buying?

## ON THE ROAD

Stepping over the wide sills and manoeuvring yourself into the deeply contoured bucket seats isn't the simplest operation, but once seated in those laid-back, low-level leather seats, the feeling is instantly 'right'. The main dials look great and provide a clear view. Same comment applies to the surprisingly airy cockpit, and the 308 enjoys far better visibility than most mid-engined cars. It's even reasonably practical, with decent interior space and fair-sized boot.

Ferrari's V8 is a high-revving delight, capable of reaching 8000rpm. The sound of air being sucked into the carbs is fantastic, with a guttural glow from the engine, and popping and banging on the overrun. There's just enough power to feel special. The performance is hardly stellar by modern standards, but for 1975 this was a genuinely fast car. The mid-range pull (between 3500 and 5500rpm) is great, and you learn to make the best progress by short-shifting well before the redline, and letting the generous torque do its job. Enthusiasts tend to prefer carb-fed engines as they definitely have more character than later injected V8s.

This is a very easy car to drive, with a gearchange that benefits from a firm, positive approach, plus a light action in the clutch and brake pedals. Beware though, the brakes can lock up at the front if the pedal is hoofed too hard.



The ride quality is surprisingly comfortable, partly thanks to the high-profile tyres, but those same tall tyres sometimes make the cornering feel a little tip-toe. The 308's chassis is fundamentally well balanced and neutral so that it holds its line well through corners, but on turn-in it can feel a little hesitant. Enter a corner too fast and you'll experience understeer, so that throttling off in mid-corner simply tucks the nose back in. The steering is direct and very responsive, and even relatively light at low speeds.

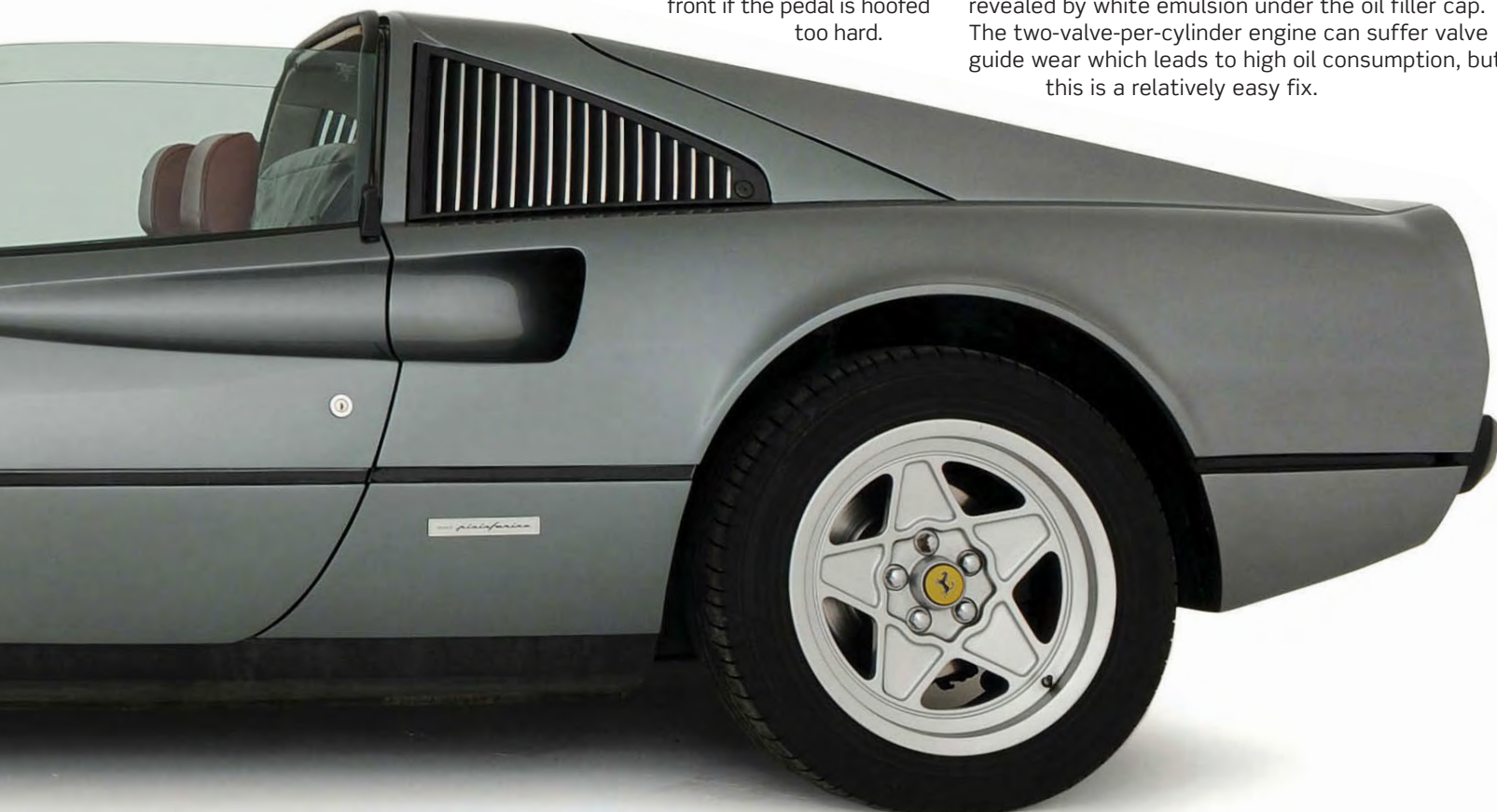
No, the 308 isn't particularly fast or agile by modern standards, but that's not the point: this is a car with feel and soul in every department – just what's missing in most modern cars.

## ENGINE / TRANSMISSION

The good news for 308 owners is that the V8 engine is robust, well proven and pretty bombproof – as long as you look after it. If you don't, the bad news is that a full rebuild could cost you well into five figures.

Proper maintenance is therefore absolutely essential, and regular oil and filter changes should be religiously observed. The toothed rubber cambelts should be renewed at least every 25,000 miles or three years at a cost of around £500 fitted; the bearings and tensioners tend to fail first, in fact. It pays to change the piston rings before 80,000 miles. The sodium-filled valves on pre-QV powerplants can break and destroy engines, so solid valves are a very common upgrade.

It's vital that the engine has good oil pressure and that there's no blue smoke to indicate piston ring wear. Check carefully for oil leaks from the cam cover gasket and cam seals. Shot head gaskets are revealed by white emulsion under the oil filler cap. The two-valve-per-cylinder engine can suffer valve guide wear which leads to high oil consumption, but this is a relatively easy fix.







Early carb-fed cars use four Weber carbs, which need time to be properly set up, but then should stay in tune without the need for constant fettling. Post-1980 cars have Bosch K-Jetronic fuel injection and Marelli ignition. The former is pretty robust, but the latter can cause problems. Budget around £800 for a stainless steel exhaust system.

The engine bay can get very hot, so hoses and headers can be problematic. Overheating can be an issue as radiators tend to become clogged and electric fans often fall victim to Ferrari's less-than-reliable wiring.

The gearbox needs to be good, too, if you're to avoid big bills. The gearbox can be notchy and reluctant to engage when cold, but there should be no crunching through the gears. Synchro and rings are easy enough to swap but broken gears will mean a full transmission rebuild (typically £3000-£5000). Clutch lifespans vary massively, but with gentle treatment it can last up to 100,000 miles; the cost of replacement parts isn't huge, but you need to factor in labour costs of up to two days to do it.

### CHASSIS & BODYWORK

Rust is a constant worry with 308s – and contrary to some reports, that even applies with early fibreglass cars. While the fibreglass panels are obviously rust-free, the sills, bulkheads, A-posts and chassis are all steel, which certainly can rust. The fibreglass panels

are of good quality but gel coat crazing can occur and the paintwork doesn't last as well.

With steel-bodied 308s, the metal Ferrari used in the 1970s was pretty poor and there was no galvanising at all until 1982, so bodywork rust is all too common. Particular problem areas include the door bottoms, door frames, sills, lower body panels, wheelarches, windscreen surround, headlamp nacelles and spare wheel well, as well the chassis outriggers. Everything is fixable but it won't be cheap.

Virtually all 308s have had some bodywork done in their lifetimes, so it's important to establish that any repair or restoration has been done well. Likewise the paintwork – look for signs of multiple resprays.

The pop-up headlamps are temperamental at the best of times, usually down to poor earthing or fusebox issues, and modern fusebox replacements are therefore common.

The GTS's targa top can leak, but replacement seals are readily available. Also check the windscreen seals, as the surrounds and internal rubbers can become loose.

As for paint, red is by far the most common colour, but don't discount other shades which have rarity on their side – blue, black, silver and yellow all look great on the 308.

Turning to the chassis, the rubber suspension bushes do wear and many owners fit polyurethane bushes as replacements. The suspension should be greased every two or three years to avoid wear in





## TECHNICAL SPECIFICATIONS

### FERRARI 308 GTB (STEEL CARB)

ENGINE:	V8
CAPACITY:	2927cc
POWER:	252bhp at 7700rpm
TORQUE:	210lb ft at 5000rpm
TRANSMISSION:	Five-speed manual
KERB WEIGHT:	1500kg
TOP SPEED:	145mph
0-62MPH:	7.3sec



**ABOVE:** The bodywork has changed colour but the seats are original  
**RIGHT:** The roof is stowed neatly behind the seats

the ball joints.

The sign of good suspension is a solid-feeling ride without excessive body roll. Check the hubs for worn bearings, since changing a full set will cost you around £2000. Brake pads are cheap (less than £100 for a full set), while uprated discs and pads are widely available from around the £1800 mark for all four corners.

## INTERIOR

The cabin is robustly built by Italian standards. Expect the normal wear and tear issues with leather, but if you need a full retrim, it'll be an expensive business.

As usual with older Italian exotics, the electrics can be intermittent and temperamental. The poorly designed fusebox often causes problems (probably best replaced with an upgraded item). The electric windows are normally sticky, and the electric mirrors can be troublesome, too. You should check all the warning lights and heater fans as well, while if your car has air-con (most do), check that it works properly. Speedometer sensors are notoriously fragile, and non-functioning speedos therefore mean many cars have a lower indicated mileage than is the reality.

Many owners get obsessed with obtaining a full set of original equipment but replacements have become ridiculously expensive: the correct toolkit, books/pouch and jack kit could cost you as much as £2000 each to source.

## RUNNING COSTS

This is one area where you'll be happy as an owner: general running costs are well below those of most exotics, with no ECU or catalysts to worry about. The fact that the engine can be serviced without having to remove it cuts costs, too. Budget £2000 to £3000 a year for maintenance and you should be fine.

It's best to buy a really good car that's been thoroughly inspected, because 308 restoration costs are very high. The more documentation you have with the car, the better.

Parts supplies are pretty good, both through official and independent channels, although interchangeability of parts between 328 and 308 isn't always possible. Tricky items include trim (such as electric window switches) and the front lights.

A word on tyres. 16-inch wheels were optional when new, and make a great choice because the choice of tyres for these is huge and cheap (from below £100 a corner). Sticking with the standard 14-inch or later 390 metric wheels means you're constrained to Michelins at £300-£350 a pop.

## OWNER'S VIEW

Jos van de Perre bought his carb-fed 1979 308 GTS way back in 1989. Ironically, this was at the peak of the last classic car price 'bubble' but even though 308 values have risen recently, his car is probably worth no



## EXAMPLES OF CARS FOR SALE

308 GTS QV, 1984, LHD, 27k miles, red, £69,995  
 308 GTB, RHD, 1979, 81k miles, blue, £84,995  
 308 GTS QV, RHD, 1984, 48k miles, silver, £90,000  
 308 GTB, RHD, 1980, 17k miles, red, £120,000  
 308 GTB Vetoresina, RHD, 1976,  
 36k miles, red, £165,000



more than what he bought it for. That's partly because the car has now done fully 125,000 miles.

"I bought it because at the time it was one of the best-looking cars ever made, and it still is," says Jos. "It's compact and has good ground clearance so it's great in London where I live.

"It was blue originally, then white and then red, but I decided in 1999, when all the body panels had some rust in them, to do a bare-metal respray in Grigio Metallico, an original but rare colour. The red interior is all original, and the engine and gearbox have never been opened.

"I used to hillclimb and sprint the car until 15 years ago, but now it's just used for road trips and days out. Every four to six weeks I make sure it goes out for at least 50 miles – and one bit advice I'd give is to use your car, not keep it locked away. Be conscientious on maintenance, too; Rardley has always looked after my car and continuity of knowledge certainly adds value. But my 308 is such fun to drive that I see no reason to sell it."

## VALUES

The 308 has been a 'sleeper' in the market but it's most definitely woken up now. Most 308s are priced in the £80k to £120k bracket, but it's still possible to find LHD cars, and GTBi and GTSi examples, in need of attention from around £50k. Carb-fed 308s are more valuable than fuel-injected ones, but QV cars with their good performance are also sought-after.

Fibreglass ('vetoresina') cars are the rarest (only around 800 were made) and have seen huge price hikes (one example is currently up for sale at £200,000). Mike Wheeler of Rardley says: "Vetoresina prices have been hyped disproportionately. But right-hand drive steel carb 308s are almost as rare and will undoubtedly rise in value, as will QVs." 🇮🇹

Many thanks to Jos van de Perre for his help with the preparation of this buying guide, and to Mike Wheeler at Ferrari specialists, Rardley Motors of Hindhead. [www.rardleymotors.com](http://www.rardleymotors.com) Tel: 01428 606616.





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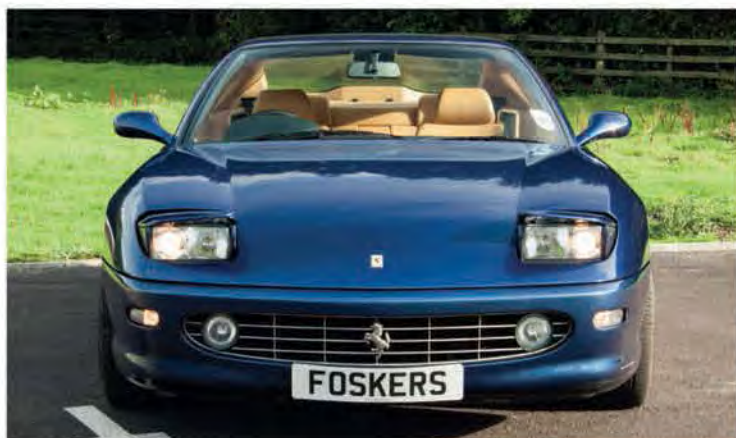
## **Ferrari 365 GTB/4 'Daytona' Berlinetta (1972)**

Rare and original UK-supplied RHD example; presented in its stunning factory colours of Blu Dino Metallizzato with beige hide. Delivered new to Ecurie Ecosse racing driver, Tommy Dickson. Now in immaculate condition, with one of the most comprehensive history files that we have ever seen.



## **Ferrari 328 GTS - pre-ABS (1987)**

With only 5,900 miles from new, and in the exceptionally rare factory colour of Blu Chiaro, this is simply the best 328 GTS available. The interior is trimmed in its original and pristine cream hide, and the car retains all of its correct books and tools. Just serviced by Foskers; ready to drive or show!



## **Ferrari 456M GTA (2000)**

Presented in the popular and beautiful colour combination of Blu Tour de France with tan hide; this car has only ever been serviced by main dealers and marque specialists. A superb example with excellent service history, complete with tan hide tool case, leather wallet, handbook and two key sets.



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## CLUBS

### Alfa Romeo Owners' Club

[www.aroc-uk.com](http://www.aroc-uk.com)

### Alfaowner.com Club

Web based Alfa Romeo club

[www.alfaowner.com](http://www.alfaowner.com)

### Alfa Romeo Association of California

[www.alfaromeoassociation.org](http://www.alfaromeoassociation.org)

### Alfa Romeo Club Quadrifoglio Belgium

[www.clubquadrifoglio.be](http://www.clubquadrifoglio.be)

### Alfa Romeo Owners' Club of Canada

[www.alfabb.com](http://www.alfabb.com)

### Alfa Romeo Owners' Club Australia

Victoria Division. The most active and passionate owners in Australia. 6 hard copy magazines, 6 E magazines. Great website and forum. Monthly meetings, great social and competitor events. Join us today.

[www.alfaclubvic.org.au](http://www.alfaclubvic.org.au)

### Abarth Owners Club

On-line club for owners, fans and enthusiasts of the Abarth brand

[www.abarthownersclub.com](http://www.abarthownersclub.com)



### De Tomaso UK Drivers' Club

[www.detomasodc.co.uk](http://www.detomasodc.co.uk)

### Ferrari Owners' Club

Cavallino House, 2 Church Way, Whittlebury, Northamptonshire, NN12 8XS

[gary.dearn@ferrariownersclub.co.uk](mailto:gary.dearn@ferrariownersclub.co.uk)

[www.ferrariownersclub.co.uk](http://www.ferrariownersclub.co.uk)

### Fiat Motor Club

The original UK club for owners of all Fiat models. [gavin@fiatmotorclubgb.org](mailto:gavin@fiatmotorclubgb.org)

[www.fiatmotorclubgb.org](http://www.fiatmotorclubgb.org)

### Fiat Club Africa

[www.fiatclub.co.za](http://www.fiatclub.co.za)

### Fiat Club of New South Wales

[www.fiatclub.com.au](http://www.fiatclub.com.au)

### Fiat Club of Victoria

[www.fiatclub.org.au](http://www.fiatclub.org.au)

### Fiat 500 Club

[www.fiat500club.org.uk](http://www.fiat500club.org.uk)

### Fiat 500 Enthusiasts Club GB

[www.fiat500enthusiasts.co.uk](http://www.fiat500enthusiasts.co.uk)

### Sporting Fiats Club

[www.sportingfiatsclub.com](http://www.sportingfiatsclub.com)

### Fiat Barchetta UK Owners' Club

[www.fiatbarchetta.com](http://www.fiatbarchetta.com)

### Fiat Forum

[www.fiatforum.com](http://www.fiatforum.com)

### Fiat Bravo and Brava Owners' Association

[www.fiatboo.co.uk](http://www.fiatboo.co.uk)

### Fiat Multipla Owners' Club

[www.multiplaowners.co.uk](http://www.multiplaowners.co.uk)

### Fiat Cinquecento & Seicento

[www.clubcento.co.uk](http://www.clubcento.co.uk)

### Fiat X1/9 Owners' Club

[www.x1-gownersclub.org.uk](http://www.x1-gownersclub.org.uk)

### Fiat 127 Forum

[www.fiat127.com](http://www.fiat127.com)

### Fiat 131 Mirafiori Forum

[www.131mirafiori.com](http://www.131mirafiori.com)

### The Fiat Coupe Club UK

[www.fccuk.org](http://www.fccuk.org)

### Fiat Punto Forum

[www.puntosports.co.uk](http://www.puntosports.co.uk)

### The Other Dino (Fiat)

[Brian.Boxall@maxxium.com](mailto:Brian.Boxall@maxxium.com)

### Fiat Scotland

Scotland's dedicated Fiat community

[www.fiat-scotland.com](http://www.fiat-scotland.com)

### Fiat & Lancia Club of Western Australia

[www.fiatlancia.org.au](http://www.fiatlancia.org.au)

### Lamborghini Club UK

Contact: Lynne Bull, Membership Secretary,

Barnside, Wrotham Road, Meopham, Kent,

DA13 0AU [Lynne@Lamborghiniclub.co.uk](mailto:Lynne@Lamborghiniclub.co.uk)

[www.lamborghiniclub.co.uk](http://www.lamborghiniclub.co.uk)

### Lancia Motor Club

Contact: Sarah Heath-Brook

31 Creffield Road, Colchester, CO3 3HY

[membership@lanciamc.co.uk](mailto:membership@lanciamc.co.uk)

### Lancia Montecarlo Consortium

[www.montecarlo.org.uk](http://www.montecarlo.org.uk)

### International Association of Lancia Clubs

[www.viva-lancia.com](http://www.viva-lancia.com)



### Club LanciaSport

[www.lanciasport.com](http://www.lanciasport.com)

### Stratos Enthusiasts Club

[www.stratosec.com](http://www.stratosec.com)

### Maserati Club

Contact: Dave Smith, 2 Sunny Bank, Widmer

End, Bucks HP15 6PA Tel/Fax: 01494 717701

[admin@maseraticlub.co.uk](mailto:admin@maseraticlub.co.uk)

[www.maseraticlub.co.uk](http://www.maseraticlub.co.uk)

### Northern Ireland Italian Motor Club

[www.niimc.net](http://www.niimc.net)

### Italian AutoMoto Club

[www.italianAutoMotoClub.co.uk](http://www.italianAutoMotoClub.co.uk)

### Yorkshire Italia

[www.facebook.com/YorkshireItalia](http://www.facebook.com/YorkshireItalia)

### Scuderia Italian Car Club

South Australia

[www.scuderiaitaliancarclub.asn.au](http://www.scuderiaitaliancarclub.asn.au)

## DIARY DATES

### February 12-14

#### Automotoretro

Longotto Fiere

Turin

[www.automotoretro.it](http://www.automotoretro.it)

### February 26-28

#### Race Retro

Stoneleigh

(Auto Italia/Abarth stand)

[www.raceretro.com](http://www.raceretro.com)

### March 4-6

#### Antwerp Classic Salon

Antwerp Expo

[www.siha.de](http://www.siha.de)

### March 5-6

#### Old Time Show

13th Mostra Scambio

Fiera di Forlì

[www.oldtimeshow.it](http://www.oldtimeshow.it)

### March 18-20

#### Milano Autoclassica

Fiera Milano (Rho)

Milan

[www.milanoclassica.com](http://www.milanoclassica.com)

### April 6-10

#### Techno Classica Essen

Messe Essen

[www.siha.de](http://www.siha.de)

### April 16

#### Goodwood Trackday

Lancia Motor Club

[www.lanciamotorclub.co.uk](http://www.lanciamotorclub.co.uk)

### April 17

#### Spring Alfa Day

National Motor Museum

Beaulieu

[www.aroc-uk.com](http://www.aroc-uk.com)

### April 23

#### Bristol Auto Moto Festival

Bristol

[www.biamf.co.uk](http://www.biamf.co.uk)

### April 30

#### Italian Car Day

Brooklands

[www.auto-italia.net](http://www.auto-italia.net)

### May 22

#### Classic at the Villa

Villa Scalabrini

Shenley, Herts,

WD7 9BB

[www.classicsatthevilla.com](http://www.classicsatthevilla.com)

### June 17-19

#### Silver Flag

Castel'Arquato - Vernasca

[www.vernascasilverflag.it](http://www.vernascasilverflag.it)

### June 23-26

#### Goodwood Festival of Speed

Goodwood House

[www.mortons](http://www.mortons)

[mediagroup.com](http://mediagroup.com)

### June 24-26

#### LMC National Weekend

Highgate House, Northants

### June 26

#### Cotswold Alfa Day

Venue TBA

[www.aroc-uk.com](http://www.aroc-uk.com)

### July 3

#### Bedfordshire Italian Car

& Bike Day

Sharnbrook Hotel

[www.sharnbrookhotel.com](http://www.sharnbrookhotel.com)

### July 10

#### National Alfa Day

Chatsworth House

[www.aroc-uk.com](http://www.aroc-uk.com)

### July 17

#### Supercar Sunday

Brooklands

[www.auto-italia.net](http://www.auto-italia.net)

### July 22-24

#### Silverstone Classic

[www.silverstoneclassic.com](http://www.silverstoneclassic.com)

### September 9-11

#### Goodwood Revival

Goodwood Circuit

### October 9

#### Autumn Motorsport Day

Brooklands

[www.auto-italia.net](http://www.auto-italia.net)

April 30  
Italian Car Day

July 17  
Supercar Sunday

October 9  
Autumn Motorsport Day



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and accessories for the  
Alfa Romeo enthusiast.  
[www.arocshop.co.uk](http://www.arocshop.co.uk)



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## ALFA ROMEO



**Alfa Romeo Veloce Spider 1750 Boat tail R/H drive.** 1968, a good solid useable car. MOT 6 months. Paintwork and interior need tidying, no welding required, body solid. 5 new tyres, wheels powder coated, new windscreen and rubber, new headlights and covers, new petrol tank, brake calipers, master cylinder, flex hoses and rear compensator, new heater motor and washer pump switch, £15,000. Tel: 01327 830433 daytime or 07884 050510 mob. A241/011



**1976 Alfa Giulia Nuova 1300 Super.** Blu Olandese, LHD. Restoration project, engine not seized but not running. Rusty doors, surface rust on nearside rear arch, good sills, boot floor and wings, lovely interior. Will need registering in UK, £2750. Tel: 07813 203727 (Essex). A241/022



**1993 Alfa Romeo Spider S4 2.0 litre.** 52,000 miles, red. Completely refurbished, £13,995. Tel: Robin, 07890 269143. Email: rgpaul@manx.net. A241/019

**Classifieds are free! Just email your text and photograph to liz.solo@ntlworld.com**



**1986 Alfa Romeo Alfa 6 Gold Cloverleaf.** Yes Cloverleaf! This special car has only 112,000 miles, 2 previous owners. Service history, owned for nearly five years. Meticulously maintained with no expense spared. Stunning car and very rare, must be seen to appreciate this classic. Featured in *Classic & Sports Car* magazine during 2015. MOT to September 2016. Insurance valuation £11,500, will reluctantly accept £8495 ovno. Reason for sale - restoring other Alfas. Tel/text: 07872 911678. Email: chris.cousins@hotmail.co.uk. A241/004



**2001 Alfa Romeo 146Ti 2.0 TS.** 94,000 miles, Rosso red with Momo leather. Owned for 5 years, £7000 spent on maintenance! MOT until 23/05/2016, cambelt at 88K, clutch at 75K, replaced. Virtually full service history with all MOTs, no accident damage and excellent condition for age, £1750. Please contact Rich for more information/pics. Tel: 07802 456667. A241/021



**2005 Alfa Romeo 156 2.0 JTS Veloce.** 94,600 miles, black, light grey leather all in good condition. Timing belt, water pump, auxiliary belt and tensioners replaced at 69,356, last service was 90,281. Plenty of paperwork and MOTs, 2 keys. I am the third owner and have owned this for 4 years, £1800. Tel: Luke, 07501 137646. A241/025



**2008 Alfa Romeo 156 Selespeed 1970cc.** 39,000 miles, Champagne. Immaculate condition, semi-automatic, full leather interior, low mileage, one owner, full service record, MOT until May 2016, alloy wheels, CD player, air con, new front tyres, £2900. Tel: 07768 905385. Email: jack.masters@plmcommercial.co.uk (viewing location Enfield). A241/020



**Alfa 156 2.5 V6 Sportwagon.** Q-System auto, see test in *Auto Italia* this issue, 2006, 81,000 miles, GT style wheels and bodykit, full leather, service history, excellent runner, £2000 ono. Tel: Geoff, 07860 562659 (Spalding). A241/026



**Alfa Romeo 156 2.0 TS Lusso Sportwagon.** 2000, 176,000 miles, Arctic Green. Very reluctant sale, registered 30 Sep 2000. 2 owners from new, current one 13 years since 12,735 miles. Recently completed 2015 Screwball Rally without issue. Everything works except climate control and headlamp washers, some corrosion on O/S/F wing. Recent handbrake cable, front drop links and washer pump. MOT until Sep 2016, sensible offers only. Tel: Phil Gotts, 07539 379707. Email: phil.gotts@btconnect.com (Suffolk). A241/012



**2000 Alfa Romeo 156 2.0 TS Lusso.** 155,000 miles, reliable daily transport owned by me for 12 years. A much cherished car with full service history. Silver paintwork and dark blue Momo leather upholstery, new front tyres and very good rears, stainless steel exhaust. MOT till end of September 2016. Runs beautifully and is a pleasure to drive, a future classic? AROC member, £595. Tel: Mike, 01285 652407. A241/023



**1998 Alfa Romeo 156 2.0 TS.** 107,300 miles, red. Engine rebuilt 95,000 June 2010, belts and pulleys OK till June 2016, red with black leather, 17" alloys, lowered, MOT June 2016, very good condition, no rust, owned for 10 years, good drive, only selling due to I don't use it, reliable car, £750 ono. Tel: 07773 130352. A241/024





### 1991 Alfa Romeo 164 3.0 V6 Lusso

**12v.** Fabulous, 126,000 miles, 2 previous owners, this car must be seen to appreciate just how nice it is. Complete service history with every receipt from new, drives beautifully, meticulously repainted at huge expense in June 2015. Cambelt and water pump replaced July 2015. Magazine featured, original keys, handbook pack and stereo with code. Insurance valuation £6000, will reluctantly accept £3750 ovno. Reason for sale – restoring other Alfas. Tel/text: 07872 911678. Email: chris.cousins@hotmail.co.uk. A241/003

### Alfa Romeo 156 JTS Veloce

**Selespeed Sportwagon.** First registered 31 January 2003, less than 80,000 miles. Occasionally slips out of gear but otherwise in good condition and a great drive. No sensible offer refused. Tel: 01580 831918 (East Sussex). A241/014

**Alfa Romeo 164 3.0 V6 Lusso.** 1991, 55,000 miles, racing green, 1 owner car, full service history up to being garaged for past 2 years. Please contact me with any genuine enquiries, £1500. Tel: 07721 384393. Email: rdmoore@virginmedia.com. A241/010



### Alfa Romeo 166 2.0 Twin Spark TI.

2005, 117,000 miles, Brunello. TI spec has black leather seats, 18" wheels, lowered suspension. Last of the big Alfas! This very rare, one owner, much loved car is crying out to pass into preservation. MOT till May 2016, £2000. Tel: 01935 873064 or 07770 751793 (Dorset). A241/008



**2008 Alfa Romeo 1.9 JTD.** 106,000 miles, silver, in very good condition. Full leather interior, well looked after. With two near new Michelin tyres on front of the vehicle and a transferrable Platinum RAC cover until April 2016. Currently SORN but being well cared for and regularly started, £3150 ono. Tel: Ryan, 07447 917366. A240/039



**2014 Alfa Romeo 4C Launch Edition.** 4400 miles, full LE spec with optional hi fi audio, parking sensors, cruise control, interior bag. Excellent condition, full service history inc pitstop upgrades, warranty to May 2017, excellent tyres, dry weather use only, detailed from new, £46,500. Tel: 07718 888999. Email: s.otoole@btinternet.com (Bucks). A241/007

**Alfa Romeo GTV Series 2 TS.** 1999, 113,000 miles, silver, grey interior. Reg 'S910 DWV'. Recent (@109K) belts, variator and water pump, has had more money thrown at it than Greece. New front brakes for last MOT (exp July 2016), new windscreen, straight thru stainless system, rear pro-flex bushes, refurbished alloys, new window wiper motor (would you believe), new radio aerial, Waxoyled in 2014, good tyres (Goodyears on front). Serviced every year, doesn't use any oil, never broken down! Good all-round used condition,

sale needed to fund another GTV project. Plenty of receipts to confirm the above and more! £1000. Email: mike.kingpinmedia@gmail.com. A241/013

**2001 Alfa Romeo GTV 2.0 Twin Spark Lusso.** Silver, Y-reg, black leather, lots of service history, tools, including cambelt change, 3 keys, MOT, all mechanicals working well (clutch heavy). Tyres 4mm+, body a few stone chips, no dents, dings, fresh looking, alloys slightly scuffed, £775. Tel: 07530 181304 (Staffordshire area). A241/027



# Mrspeedlux



**1958 Alfa Romeo Giulietta spider**  
Desirable 7500 normale version with only 3 owners, LHD, new engine/brakes/tyres currently being painted and trimmed, ready March 2016 £64,995



**1971 Lancia Fulvia 1.3S coupe**  
Excellent 2nd series car in the style of an HF, perfect paint/mechanics, LHD £14,995



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**Alfa Romeo 916 Lusso.** 2001, 58,000, silver. Blue leather interior. FSH, MOTs, 10 CD/radio, spare wheel, new back window, very good condition inside and out, good alloys. AROC member, £3500 ono. Tel: 07951 842676. A241/009

## FERRARI



**2001 Ferrari Challenge 360 GTC Race/Track car.** LHD, Rosso Red, big carbon rear wing, carbon front splitter, front and rear air jacks, used mainly for track days, cambelts and roller bearings just fitted. Ready to go, £59,950, part-ex road car considered. Tel: 07802 638618. A241/039



**Ferrari 360 Coupe.** 2004, Nero Daytona with black leather and blue stitching, shields, carbon racing seats, manual gearbox, Tubi exhaust, yellow rev counter, yellow calipers, immaculate. Full service history during my ownership by Graypaul. Approximately 43K miles, one of the best. Email: g11hammad@googlemail.com. A241/041



**Ferrari 308 GTB Vetoresina.** Stunning RHD Giallo Fly yellow with black leather. Original UK RHD, 44,300 miles. Completely original vehicle aside from stereo, will be supplied with original 14" Cromodora wheels as well as the genuine 328 16" wheels currently fitted. Stunning condition having been subject to a full body restoration including new sills and interior retrim in the last couple of hundred miles. Can email breakdown of £40K+ expenditure in my 16 years ownership, £175,000. Tel: 01926 886503. A241/040



**Ferrari 328 GTB.** Darren Wilson offers this for sale which has competed in the Ferrari Classic race series for the past two years. The car competes in the very competitive class 3, has been on the class 3 podium 23 times in 2014 and 2015. Before the start of this season the car had extensive work performed at Nick Cartwright Ferrari Specialist, work included full engine and gearbox rebuild. Replacement stub axles and wishbones and full respray, £75,000, no offers. Tel: 07525 344757. A241/038



**Unique example of Ferrari California Rosso Fuoco.** 2010, LHD, 11,000 mileage with prolonged Ferrari warranty till 05/2016. Price is 119,000 Euro without VAT (around £89,000). It is the only car on the market in this colour now, very rare special hand applied 3 layer pearlescent Ferrari colour Rosso Fuoco Tristrato, extras for 50K. The car is based in Slovakia. For view or more info contact me on kurtyinterbiz@btinternet.com. A241/037



**Ferrari 355 GTB.** Dec 1996(P), Rosso Corsa with Crema hide with red carpets and over carpets. Full history, and large ownership file with all service records, keys and documents etc, many extras. This car is genuine and immaculate, having been in my ownership for the last 9 years. 52,000 miles, oiro £75,000. Tel: Ian Mackenzie, 07740 928590. A241/042

**2005/55 Ferrari F430 Spider F1.** Finished in Nero Daytona (black) with Sabbia (sand) hide with Nero carpets/stitching, just 22,000 miles and backed up with a full service history. Recently fitted with a new clutch and upgraded pump. Full interior carbon pack, Giallo (yellow) rev counter, Giallo calipers, factory fitted Scuderia wing shields, dark grey wheels, electric seats and Navtrak system, excellent condition throughout and offered at just £75,000. Tel: Ram, 07943 845202. Email: kanadiar@aol.com. A241/028

**Ferrari 360 Modena F1.** 2000, 20,600 miles, full Ferrari service history. Exterior: Rosso Corsa paint. Interior: beige leather seats, beige carpets and mats, beige leather roof lining. Factory fitted fire extinguisher and road legal roll bar, multi CD player. Interestingly the first owner was Frankie Dettori. Email: zibertova@yahoo.com. A241/029

## FIAT

**Fiat Tipo SX-TD 1.9.** Manual, 4 door classic saloon, 1993(K), turquoise/blue velour. Only 44,000 miles, nice, requires minor sorting (spares/repair). Driveable, parked (SORN), view near Gatwick, £895 ono. Tel: Martin, 01737 769887. A241/017



**Fiat Nuovo 500.** 1967, totally restored in Italy, only 2 owners. Abarth suspension and drilled front discs and calipers, dad's personal import, phone Dino for further details. Tel: 07791 509613. A241/001

**Fiat Seicento Schumacher no 1778.** Tiziano Red, needs full recommission including rear suspension arms, dealer history, SORN five years, £500. Tel: Patrick, 07799 566595 (near Chippenham, Wiltshire). A241/030

**Fiat Bravo 1.6 diesel Eco.** 92K miles, 2008, Bluetooth car phone, service history, good condition, 1 previous owner, still retains 60mpg combined, MOT, £2500. Tel: 07456 555555 (Cambridge). A241/031



**2008 Fiat Panda 100HP.** Metallic Blue. Owned by Josie Ward, MD of Auto Italia, as featured in the magazine. Superb condition, only 31,058 miles. Service history including cambelt at 27,036 miles. 12 months' MOT. Rare 'Pandamonium' spec with red brake calipers, side stripes and wing mirrors. Two previous owners. One of the best available, £3995. Email: philward@auto-italia.net. A241/018

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## LANCIA



**Lancia Fulvia Coupe 1.3 S3.** 1975(P), should be tax exempt this year. Dark Blue with light green cloth trim, alloys with new Avon tyres, UK RHD car. Excellent bodywork and chassis. Recent cylinder head work and gasket as well as other work, maintained regardless of cost with lots of receipts, spare interior in cream vinyl. £6000 no offers, for pictures and further details contact Euan on 01382 775494 after 6pm or 07774 672757 day time. A241/006

## PARTS



**Ferrari 308/328 and transverse engine Mondial models.** Clutch replacement tools and instructions. Kit consists of: i) 70cm long  $\frac{1}{2}$ " drive extension bar to allow pressure to be applied outside the vehicle wheel arch when removing/refitting transfer gear casing; ii) 60cm long  $\frac{3}{4}$ " drive extension bar for loosening/tightening transfer gear nuts (very, very tight); iii) 4 toothed transfer gear socket  $\frac{3}{4}$ " drive (essential); iv) used but good condition transfer gear nut; v) two clutch plate centering tools (home-made but effective); vi. written instructions on clutch replacement. All the above tools have been workshop created for the specific task but are not actual Ferrari parts apart from iv) above. Price £100 + delivery charge (not more than £5). Contact Les at: lesed@hotmail.co.uk or text: 07950 962716. A241/044



**Ferrari Daytona body panel.** Daytona rear quarter panel and boot floor. Original new old stock, £6000 (plus buyer pays postage or collects from West Midlands). Tel: 07590 755179. A241/049

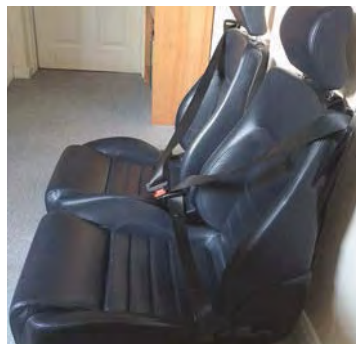
**Alfa GTV speedo rev counter module.** Black, vgc, oiro £50. Tel: 01564 772714 (Solihull). A241/016



**Genuine Ferrari F430 alloy wheel rims.** These are OEM/original Ferrari wheels and wider at the rear, and were removed from my car to make way for some different wheels. I have used the tyres and centre caps on my new wheels, this sale is for the rims themselves. The wheels are in excellent condition having been professionally refurbished last year. Approx 3K miles covered since, £1475 cash on collection from Lincolnshire, although I may be able to meet elsewhere depending on distance. Email: mw.stewart@gmail.com. A241/051



**Triple Weber DCZ/6 twin carburetors and inlet manifolds** for 330/330GT+500 Superfast (all V12 Engines). The carburetors are original, unrestored, complete, and in relatively good working order (but will require some refurbishing/cleaning/service before use). The original 'FISPA' fuel pump is included as is some of the original throttle lever opening rail. All three alloy inlet manifolds are in very good working order, additional photographs can be provided, £9500 or nearest offer. Please contact Emmanuel on 07966 947551 to discuss. A241/045



**348 Spider leather seats.** Matched pair of Ferrari 348 Spider leather very dark blue almost black seats. In good condition, £2200 ono for the pair. Buyer collects. Email: deirdrecatchpole@gmail.com. A241/054



**Lancia Montecarlo interior,** in red velvet. Includes seats, door cards centre consul, glove box etc, some cig burn damage but repairable. Buyer collects Brentwood, £250. Tel: 07854 990674. A241/047



**Exhaust and tail pipes** from an '03 Ferrari 360 Spider with less than 10,000 miles. Collection only in Leeds due to weight, £500 ono. Tel: 07931 383516. A241/053



**Ferrari 355 front left hand passenger side seat.** Black leather, no snags or tears, good condition, £300 plus postage. Tel: 07971 967904 (Lymington). A241/043



**Alfa four five hole alloy wheels.** Fitted good treaded tyres, 205/50/16, oiro £150. Tel: 01564 772714 (Solihull). A241/015



**For Ferrari 512BB and BBi.** Complete rear body clip brand new in primer comprising engine lid, wheel arches and rear panel. Also included is bottom 'bumper' panel which forms the exhaust surrounds. Will need a new 'hinge' bar fitting and some redressing of the aluminium but also included is the old hinge bar as a template, £3000 for the lot, (probably fits older 365BB also but later cars had more 'louvres' cut outs). Contact Les Arrowsmith at: lesed@hotmail.co.uk or 07950 962716 (text is best). A241/046

**Ferrari F355 Capristo exhaust.** Excellent condition, less than 5K miles. The exhaust note is subtle in town and during MOTs but changes to an F1-like wail above 6000rpm. Guaranteed to make you smile, £1000. Tel: 07808 717631. A241/032



**Capristo exhaust for sale for Ferrari 430.** Purchased last December from Scuderia Systems for £3000 + VAT, used for only a few months on my Ferrari F430. Comes with a switchable remote, see picture. Asking price: £1350. Tel: David Snelson, 07850 906476. A241/048





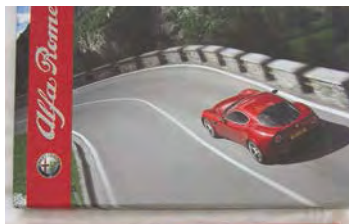
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## MISCELLANEOUS



**Lancia Flavia sales brochure.** Printed in Italy, 18 page, 11.5 inch x 8.5 inch, no damage, £28. Tel: 020 8399 7541 (Surrey). A241/050

**Ferrari 458 indoor car cover and storage bag.** Genuine part, brand new, never used. Email: [p.shemirani@gmail.com](mailto:p.shemirani@gmail.com). A241/033



**Alfa Romeo Sportivita e stile dal 1910**, unopened, still wrapped, plus 2009 issue magazine and Cloverleaf club booklet. All in perfect condition, boxed, hardback, £4.95. Tel: 07989 951895. A241/055



**Indoor cover for F430 Spider** manufactured by Specialised Covers Ltd, 6 months old, as new, £150 ono. Email: [richard@rtcinsulation.com](mailto:richard@rtcinsulation.com). A241/052



### Ferrari regs 'V8 EAF' and 'V12 EAF'.

The initials of the great man Enzo Anselmo Ferrari. Appropriate for models produced after 1st Sept 1999, £10k the pair or £6K each. Email: [pcuthbert250@btinternet.com](mailto:pcuthbert250@btinternet.com). A241/056

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Abarth	15	R Proietti	93
Ametech	15	Silverstone Auctions	17
Autofficina	04	Southwood Car Company	71
DK Engineering	65	Superformance	9/11
DTR Sports Cars	83	Whybee	87
Emblem	93	<b>CLASSIFIEDS</b>	<b>84-92</b>
Foskers	02/81	Mr Speedlux	
FTech	31	FCSS	
Happy Few Racing	25	Hobby Shop	
Hoyle Fox Classics	13		
Longstone Tyres	99		
Maranello	45		
Monzasport	39		
NJS	65		
Oakley Design Automotive	100		
Omicron	93		
Rardley Motors	93		
RM Auctions	49		



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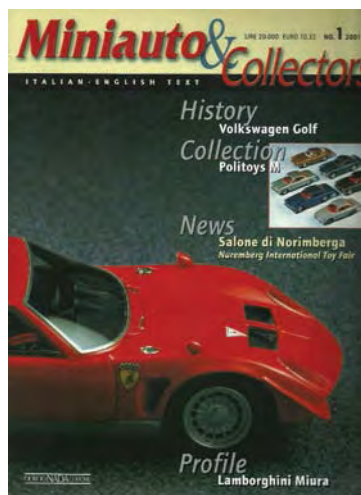
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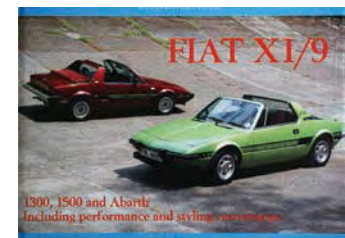
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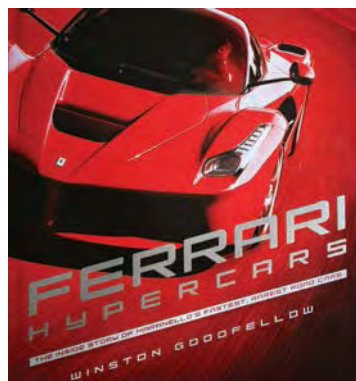
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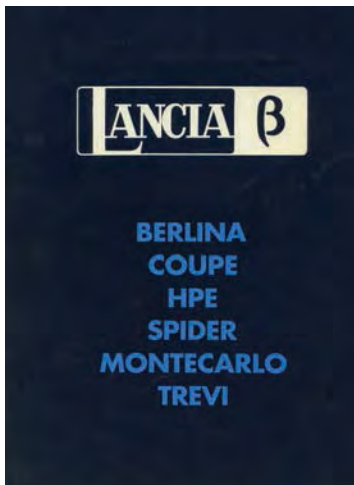
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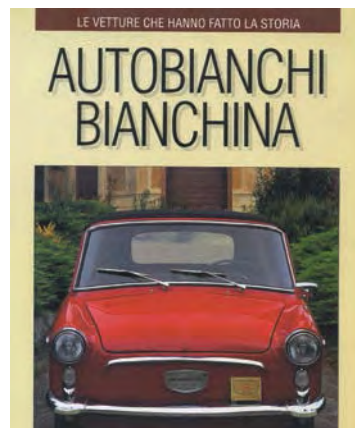


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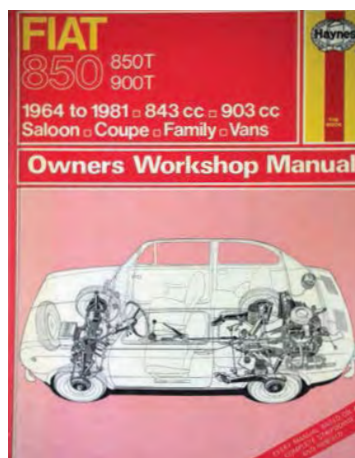


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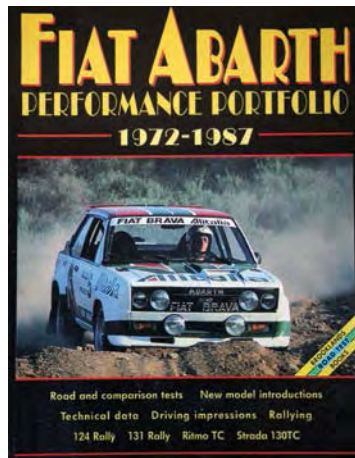
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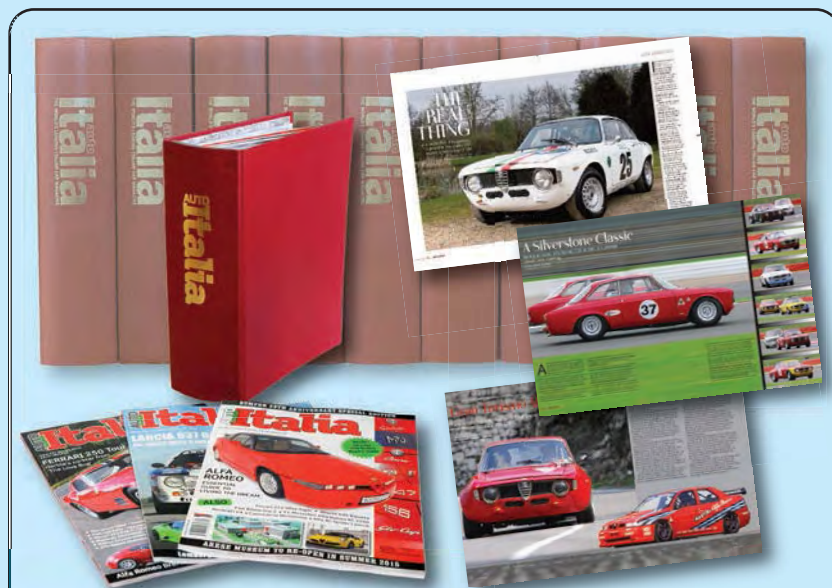
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## Giugiaro's 'birthday' Lamborghini

Story by Chris Rees

This 70th birthday present for Giorgetto Giugiaro brought to life a Lamborghini design he penned back in 1964 – and reignited old controversies about the Miura.

As birthday pressies go, having your very own car built for you ranks pretty high. Fabrizio Giugiaro did just that for his father, Giorgetto, when he reached the age of 70 in 2008. Big deal, you might say – Giugiaro has had dozens of his designs turned into reality.

But the car you see on these pages is different – and very intriguing. It's either a charming creation from the early years of one of the world's most brilliant designers, or maybe – just maybe – the car that might have become the Lamborghini Miura.

It started when Fabrizio Giugiaro discovered some old sketches of his father's. They were dated 16 October 1964, when he was design director at Carrozzeria Bertone. It's not entirely clear what the drawings were. They were apparently marked 'Lamborghini' and could perhaps have been for a new model to join the then-new Lamborghini 350 GT. There's also a suggestion that Giorgetto did the drawings as part of a proposal for the Italian sportscar

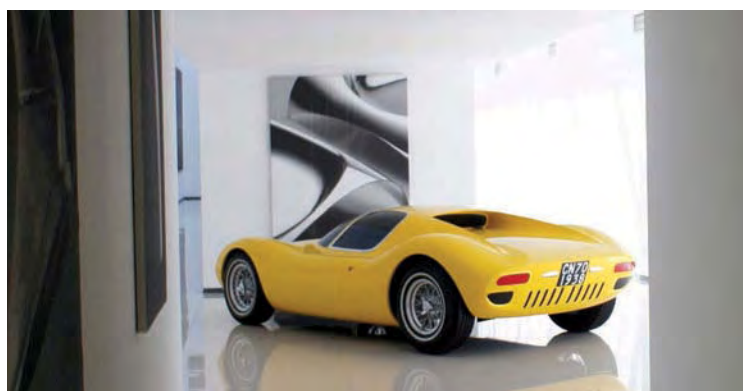
firm, Bizzarrini.

Whatever the story, Giugiaro left Bertone to join Ghia in November 1965 and the drawings were forgotten. On discovering his father's drawings, Fabrizio digitised them and proceeded to build a full-size mock-up, which he had painted, and then affixed period Borrani wire wheels, lights and a period number plate.

Fabrizio surprised his father on his 70th birthday (7th August 2008) by presenting him with this full-size model of the car he'd sketched 44 years previously. It even went on display in Turin in September 2008.

Although it was never made a runner, the car is undeniably an interesting object. 1964 was still very early days for mid-engined road cars, and certainly this design is in stark contrast to all of Giugiaro's other designs while at Bertone. The only other car with a mid-mounted engine back then was the Ferrari 250 LM Berlinetta, first seen in 1963.

There's perhaps something of the 1963 Iso/Bizzarrini Grifo AC3 in the shape – one of the Giugiaro's finest moments as a young designer – although of course the 1964 'Lamborghini' was mid-engined. The design of the rear flying buttresses is very



original, even if the overall shape is a little 'blobby'.

Displaying the car in 2008 should have been the end of the story, but there is a twist in the tale. When news reports suggested that the birthday car was the precursor to – and possibly inspiration for – the Lamborghini Miura, it stirred up something of hornets' nest.

The suggestion is perhaps understandable: the design dates from 1964, two years before the Miura was launched, and was marked 'Lamborghini'. One newspaper suggested that this was the original germ of what became the Lamborghini Miura – in other words, it formed the template for Miura.

This newspaper report upset Marcello Gandini, Giugiaro's successor and the man credited

for designing the Miura. He responded saying that he had always said that the Miura was his work, and his alone, and that he did not base his design on anything that had gone before. Giugiaro, meanwhile, has never claimed the Miura design as his own, but equally he has also never clarified exactly what his Lamborghini drawings for Bertone were all about.

In the great scheme of things, this 1964 Lambo is merely an interesting might-have-been that would have become one of the world's first mid-engined road cars, had it made production. But Giugiaro's birthday present certainly reignited an old controversy. A reborn prototype Miura? Almost certainly not, but it's fun to speculate nonetheless...



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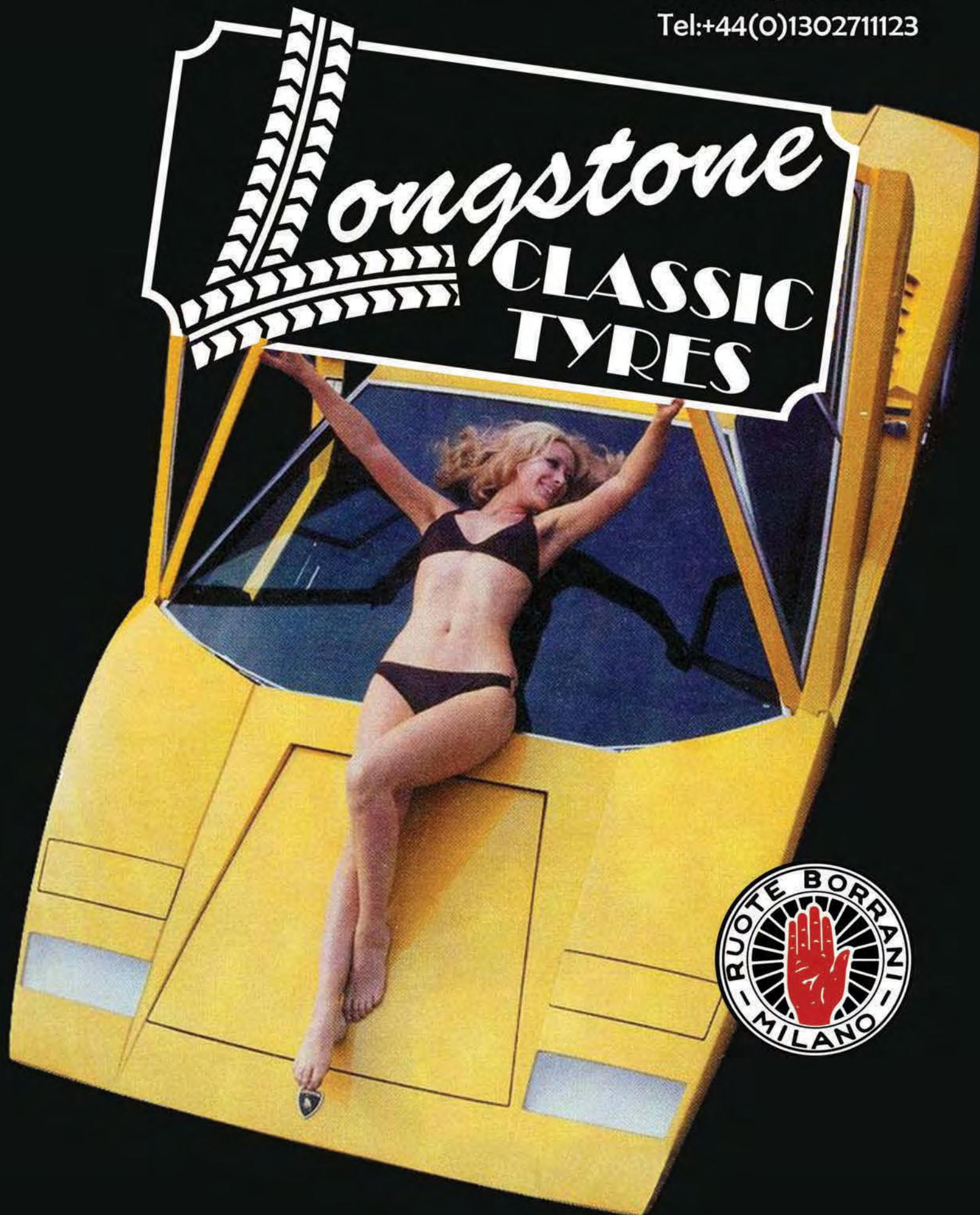


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